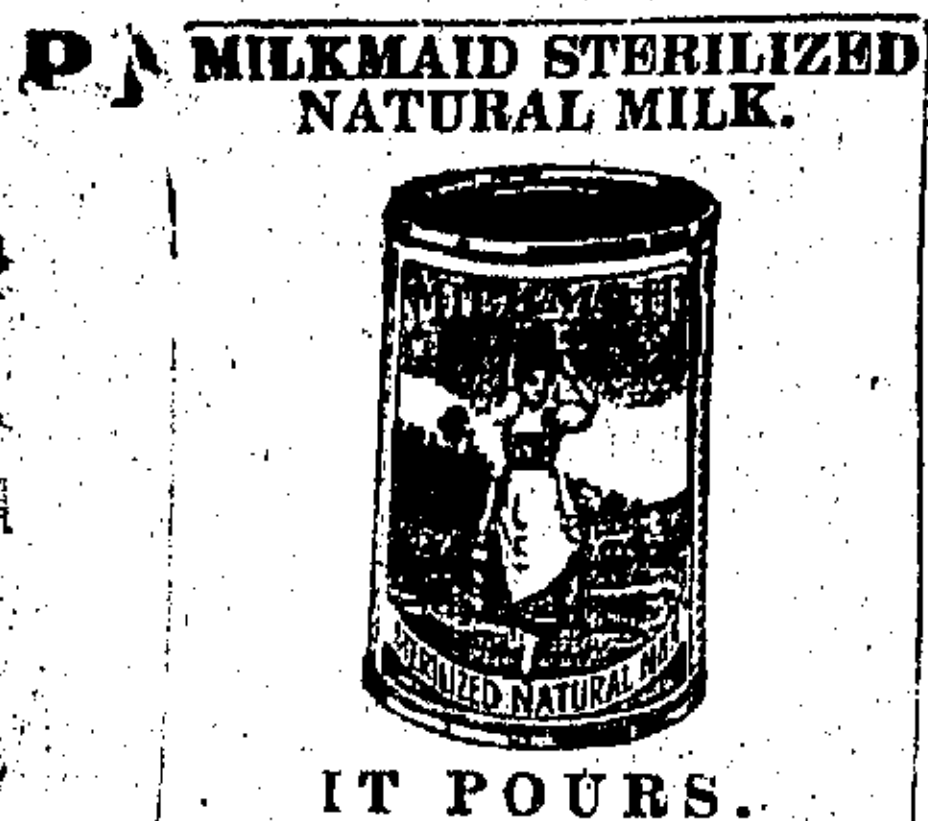




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ESTABLISHED 1857

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JUST THE CAR FOR  
**YOU.**  
Price, fully equipped,  
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**ALEX. ROSS & Co.,**  
4, DES VIGUE ROAD CENTRAL,  
Sole Agents.

No. 17,495. 號五十九百四千七萬一第 日一十月五年寅甲 HONGKONG, THURSDAY, JUNE 4TH, 1914. 四拜禮 號四月六年三國民華中 PRICE, \$3 PER MONTH.

## KNORR'S CONSUMME CUBES

Are prepared from highly concentrated strong consommé which contains all the ingredients of home made

### BEEF-TEA

One cube dissolved in hot water makes a cup of excellent broth.

HAVE A TRY TO-DAY!!!

## F. BLACKHEAD & CO.

ICE HOUSE STREET,

Close to Kowloon Ferry Pier.

Tel. 65.

Hongkong, 2nd June, 1914.

[495]

## GREEN ISLAND CEMENT COMPANY.

### PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 9th December, 1913.

[1407]

## MITSU BISHI GOSHI KWAISHA.

### (MITSU BISHI CO.) COAL DEPARTMENT.

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Cable Address for above: "IWASAKI." Codes: A.I., A.B.C. 5th Ed., Western Union.

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For Particulars, apply to K. KATO, Manager.

No. 2, Pedder Street, Hongkong. Hongkong, 24th April, 1914.

[614]

## PEAK TRAMWAY COMPANY.

### LIMITED.

#### TIME TABLE.

| WEEK DAYS.             |                   |
|------------------------|-------------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 minutes. |
| 8.00 " " 10.00 " "     | " " " "           |
| 10.00 " " 11.00 " "    | " " " "           |
| 11.00 " " 12.45 p.m.   | " " " "           |
| 12.45 p.m. to 1.15 " " | " " " "           |
| 1.15 " " 2.15 " "      | " " " "           |
| 2.15 " " 3.10 " "      | " " " "           |
| 3.10 " " 4.00 " "      | " " " "           |
| 4.00 " " 5.00 " "      | " " " "           |

NIGHT CARS.  
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.  
Every Half-Hour.  
11.00 p.m. to 11.45 p.m.  
Every Quarter-Hour.

| SUNDAYS.                |                   |
|-------------------------|-------------------|
| 7.45 a.m. to 10.30 a.m. | Every 15 minutes. |
| 10.30 " " 11.00 " "     | " " " "           |
| 11.00 " " 12.00 noon    | " " " "           |
| 12.00 noon to 1.00 p.m. | " " " "           |
| 1.00 p.m. to 5.00 " "   | " " " "           |
| 5.00 " " 6.00 " "       | " " " "           |
| 6.00 " " 7.00 " "       | " " " "           |
| 7.00 " " 8.10 " "       | " " " "           |

NIGHT CARS on Week Days  
SATURDAYS.  
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 29th May, 1914.

[502]

## SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

### TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THURICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. SAKAKI MARU and KOBÉ MARU (each Equipped with Wireless Telegraph) as follows:—

| NORTH BOUND.              |                           | SOUTH BOUND.              |                           |
|---------------------------|---------------------------|---------------------------|---------------------------|
| Connecting at Dairen with | Connecting at Dairen with | Connecting at Dairen with | Connecting at Dairen with |
| 1st Class Fare            | 2nd Class Fare            | 1st Class Fare            | 2nd Class Fare            |
| Shanghai (S.M.R. Ste.)    | Shanghai (S.M.R. Ste.)    | Shanghai (S.M.R. Ste.)    | Shanghai (S.M.R. Ste.)    |
| Dairen (S.M.R. Ste.)      | Dairen (S.M.R. Ste.)      | Dairen (S.M.R. Ste.)      | Dairen (S.M.R. Ste.)      |
| Mukden (S.M.R. Ste.)      | Mukden (S.M.R. Ste.)      | Mukden (S.M.R. Ste.)      | Mukden (S.M.R. Ste.)      |
| Changchun (S.M.R. Ste.)   | Changchun (S.M.R. Ste.)   | Changchun (S.M.R. Ste.)   | Changchun (S.M.R. Ste.)   |
| Harbin (S.M.R. Ste.)      | Harbin (S.M.R. Ste.)      | Harbin (S.M.R. Ste.)      | Harbin (S.M.R. Ste.)      |

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train North Fee. THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia" through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSEN THROUGH SERVICE.—Thrice-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki. London to Tokyo in 13 days. Peking to Tokyo in 4 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hohhot (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISENBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISKE REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANCHURIA." Codes: A.B.C. 5th Ed., A.I., and Lieber's.

### FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[681]

## THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

(ARNHOLD, KARBURG & Co., GENERAL AGENTS).

### OREGON PINE.

LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 x 12" PLANKS TO 18 x 18" LOGS. FLOORINGS, 1 x 4", 1 x 6", 1 1/2 x 4" AND 1 1/2 x 6". SPARS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY.

TELEPHONE No. 1710. LETTER BOX 420.

Hongkong, 20th May, 1914.

[728]

THERE IS MANY A CAKE ON THE MARKET,

BUT NONE LIKE "PANGANI."

30 CTS. PER PACKET.

## WEISMANN, LTD.

[729]

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material, including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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32 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 63,543 square yards, or 14.1 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Flooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[712]

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| Patron Tailleur          | 4.50   |
| Wiener Chic—Mode-Journal | 3.50   |
| Le Grand Chic            | 5.00   |
| La Tailleur              | 1.20   |
| La Couturiere Parisienne | 2.00   |

### SCHOENFELD'S "SYMBOL-CHECK."

#### CIPHER CODE.

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COMPILED ESPECIALLY FOR THE

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Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's

Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants

and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.

No. 1. 510 ft. 77 ft. 28 ft.

No. 2. 510 ft. 53 ft. 24 ft.

No. 3. 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready

at short notice.

AT KOBE:—Telegraphic Address "WADADOCK," KOBE.

Floating Docks. No. 1. 7,000 Tons. 480 Feet. 56 "

No. 2. 2,000 Tons. 580 Feet. 66 "

No. 3. 22 " 26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913.

[720]

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TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and

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Hongkong, 2nd May, 1914.

[652]

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CENTRAL LOCATION

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA

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in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout

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TELEPHONE No. 197.

TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.

[81]

### PEAK HOTEL.

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HOUSEHOLD  
AMMONIA.

FOR THE BATH, TOILET,  
AND HOUSEHOLD. Used in  
the Bath it promotes a healthy action  
of the skin, counteracts all effects of  
perspiration, and is refreshing and  
invigorating. It is especially useful  
for cleaning Jewellery, Silver, and  
Plated Ware, etc.

WATSON'S  
PURE CARBOLIC  
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Highly recommended by the Medical  
Profession for the Bath and Toilet.  
In three strengths: 20 per cent.,  
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WATSON'S  
SHAVING STICKS.

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news column should be addressed to THE  
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Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication by evidence of good faith.  
All letters for publication should be  
written on one side of paper only.

No anonymously signed communica-  
tions that have already appeared in  
other papers will be inserted.

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## BIRTH.

BROWNIDGE.—On 1st June, at Swatow,  
to Mr. and Mrs. F. K. Brownridge,  
a son. [783]

HONGKONG OFFICE: 10A, DES VOUX ROAD  
KOWLOON OFFICE: 131, FLINT STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 4th, 1914.

The announcement made in a telegram  
appearing in yesterday's issue that the  
receipts of the Maritime Customs of China  
are in future to be paid into the newly-  
created National Bank of China is an indica-  
tion that "the great injury to China's  
prestige" upon which members of the  
Chinese Government have been harping for  
some time past is about to be repaired. We  
take it that the Foreign Powers, as repre-  
senting the bond-holders to whom the  
Customs revenues are hypothecated, are con-  
sulting parties to the change which is  
about to be made, and if that be so  
it is a sign that they have a firm  
confidence in China's recovery from the  
embarrassments she has suffered during the  
past two or three years. It is only since  
the revolution that the Customs receipts  
have been paid into foreign banks. From  
the inauguration of the Customs down to  
the Revolution the revenue was always  
paid into a native bank appointed for the  
purpose at each treaty port, and held to  
be the order of the Chinese local official who  
was termed the Superintendent of Customs.  
The returns of trade supplied to the Central  
Government through the Inspector-General  
were, of course, an efficient check on the

honesty of the local officials, but the  
disposal of the money was entirely a  
matter for the Chinese themselves. When  
the Revolution broke out in 1911, the  
Revolutionaries, anxious to avoid all causes  
for the intervention of the Foreign Powers,  
and also to cut off the revenue of the  
Government at Peking, caused the Customs  
collections in every treaty port of which  
they had possession to be paid to the credit  
of the Inspector-General. The Chinese  
Government thereupon formally agreed  
with Sir JOHN JORDAN, the British Minister,  
that in all treaty ports in the Govern-  
ment possession all moneys were to be  
 earmarked for the payment of foreign  
obligations and none used for local require-  
ments, even at those stations opened since  
1901 and whose collections were not pledged  
to any loan service, as, for example, Harbin,  
Dalny, Antung and other places in Man-  
churia, Kiaochow and others. China also  
placed the revenues of Kowloon and Lappa,  
previously used by the Canton Viceroy, at  
the service of Mr. AGLEN to meet foreign  
liabilities. Consequently the bondholders  
have had no occasion to feel alarmed.  
On the other hand, there have not been  
wanting indications of late that the Govern-  
ment feels rather acutely the loss of prestige  
China suffers by this arrangement. Two  
months ago the Ministry of Finance  
addressed to the Administrative Com-  
mittee a lengthy memorandum regarding  
the imperative need that the Provinces  
should provide a sum approaching that  
which they provided before the Revolution  
to meet the indemnity payments and the  
obligations on foreign loans. The sum  
annually required before the Revolution  
was 43,000,000 taels, and the Pro-  
vinces remitted to Peking something  
like 68,074,000 taels per annum. Now  
the amount required from the Pro-  
vinces for the payment of the indemnity  
and foreign loan obligations is 61,000,000  
taels, and the Ministry of Finance in its  
memorandum set out a number of reasons to  
show that the Provincial Treasuries should  
now be in a position to provide this sum.  
But the notable feature of the memorandum  
was the frequent references it contained to  
the desirability of regaining from foreigners  
the control of the Customs receipts. There  
has been some discussion in the foreign  
Press as to what the phrase really means.  
It cannot mean that the Ministry of  
Finance conceives any possibility of the  
full discharge at an early date of the  
liabilities for which the Customs are  
pledged as security. The agreement with  
regard to the indemnity, for example, pro-  
vides that the amortization shall finish at  
the end of the year 1940, so that unless the  
Powers agree to forego the indemnity which  
China in 1901 was compelled to agree to  
pay to them, there can be no question of the  
Chinese Government regaining, before  
1940, the control of the Customs receipts,  
except in the sense in which they controlled  
them down to the date of the Revolution.

The extraordinary general meeting  
of shareholders of the Hongkong Ice Co.,  
called for yesterday, was formally  
adjourned till to-day.

The sale of a rare collection of antique  
china and curios, advertised on page  
4, commences at Mr. G. P. Lammer's  
auction rooms this afternoon, at 2.30.

The Great Northern Telegraph Co.,  
Ltd., inform us that telegraphic com-  
munication with Tokyo, Yokohama, Kobe  
and Osaka is totally interrupted.  
Telegrams from these places are being  
posted from Nagasaki.

Japan papers announce the death in  
Tokyo of Mr. R. J. Kirby, one of the  
oldest foreign residents in Japan. Mr.  
Kirby, who was the son of a Tynemouth  
shipowner, landed at Kobe in November,  
1869, at the age of 15. Mr. Kirby was  
an authority on the Japanese language,  
and was one of the honorary examiners  
of the British Association. Many of his  
translations appear among the transac-  
tions of the Asiatic Society of Japan.  
Mr. Kirby, the *Japan Chronicle* says, was  
very enthusiastic about the study of  
Japanese, and was always ready to help  
students with advice and information.

Sir Francis Piggott, having sufficiently  
recovered from his recent serious illness  
to travel, left for Home yesterday by  
the *Atsuta-maru* and expects to return  
to the Colony in October. Just before  
he left Sir Francis had news that his  
eldest son, Captain F. S. J. Piggott, of  
the Royal Engineers, Plymouth, had been  
appointed a General Staff Officer (third  
grade) at the War Office. By the same  
mail Sir Francis Piggott received  
information that his second son, Mr.  
Julian Piggott, who was in Hongkong  
two years ago, had been offered the  
Captaincy of the Surrey XI, a position  
ranking high in the county cricket world.  
He was, however, unable to accept the  
offer.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## "EMPRESS" DISASTER

COMMISSION OF INQUIRY  
APPOINTED.

OTTAWA, June 2nd.

The House of Commons have framed  
a Bill appointing a Commission of  
Enquiry into the *Empress* disaster. The  
Bill has passed the second reading and  
will come up for a third reading to-day.  
The Commission will consist of two  
Canadian judges and one member  
appointed by the Imperial Government.  
The Bill was read a third time. The  
inquiry opens on the 9th inst.

Lord Mersey has been appointed the  
Imperial representative on the Com-  
mission of Inquiry and leaves England in  
a few days.

Sir Adolphe B. Routhier, President of  
the Court of Admiralty for Quebec, and  
the Hon. Ezekiel McLeod, Judge of the  
Supreme Court and Judge of the Vice-  
Admiralty, New Brunswick, are the  
Canadian Commissioners.

STATEMENTS FROM THE  
"STORSTADT."

MONTREAL, June 2nd.

The *Storstadt's* anchor was jammed in  
such a position that it could have ripped  
the *Empress* like a can-opener. The  
point of the anchor was also blood-  
stained.

The wife of the Captain of the  
*Storstadt*, in the course of an interview,  
said that she was with her husband on  
the bridge at the time of the collision.  
Her husband thought the *Storstadt* was  
sinking, but tried to keep the vessel in  
the hole in the *Empress of Ireland*. If  
the latter had not been going at high  
speed the *Storstadt* could have remained  
there, at least for a few minutes. She  
then heard screams and all the life-boats  
were ordered out.

LONDON, June 3rd.

Statements made aboard the *Storstadt*  
make it clear that she did everything  
possible. Her boats, which were lowered  
as promptly as possible, practically saved  
all the survivors, while at that time it  
was still uncertain whether she herself  
would keep afloat.

Captain Andersen's statement that the  
*Empress of Ireland* was going so fast  
that she pushed the *Storstadt* aside agrees  
with Captain Kendall's evidence that he  
ordered full speed ahead at the last  
moment.

[This telegram goes some way towards  
clearing out of the misunderstandings  
arising out of previous messages. As the  
*Storstadt* saved practically all the survivors,  
the inference is that they were transferred  
to the *Eureka* and *Lady Evelyn* when these  
steamers reached the scene, as the Captain of  
the *Storstadt* was uncertain as to whether  
his ship could keep afloat.]

## SURVIVORS SAIL FOR GLASGOW.

LONDON, June 3rd.

A hundred and fifty-three of the  
survivors have sailed for Glasgow, being  
due there on Sunday.

## OFFICIAL FIGURES.

QUEBEC, June 3rd.

A few more bodies have been recovered  
and altogether 102 have been identified.  
The official figures give the total  
drowned as being 1,024, those saved being  
First class passengers 33, Second class  
138, steerage 136, crew 233.

## MISTAKEN IDENTIFICATIONS.

The precaution has been taken of photo-  
graphing the bodies with indication  
numbers, thus enabling the relatives in  
the future to identify both the bodies and  
the graves of the deceased.

The identification of Mr. Laurence  
Irving is incorrect, and there have been  
many similar mistakes.

## A DERANGED SURVIVOR.

RIMOUSKI, June 2nd.

A naked woman has been found wander-  
ing and incoherent. She is believed to be  
a survivor of the *Empress of Ireland* who  
drifted ashore on some wreckage and  
became deranged as the result of her  
sufferings.

## FRENCH CABINET RESIGNS.

PARIS, June 3rd.

The Cabinet has formally resigned.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## MEXICO AFFAIRS.

GENERAL CARRANZA UPRIDS THE  
MEDIATORS.

EL PASO, June 3rd.

General Carranza, in a statement, up-  
braids the mediators at Niagara for their  
lack of understanding of Mexican condi-  
tions. They are seemingly unaware, he  
says, that the rebels are entitled to re-  
cognition. Yet the rebels already hold  
two-thirds of the country and will settle  
the problem alone in a few months,  
the chief of the rebel army to be the  
provisional President pending the  
elections.

THE HEAVY FINES IMPOSED ON GERMAN  
VESSELS.

BERLIN, June 3rd.

The management of the Hamburg-  
Amerika Line state that the fines imposed  
on the steamers *Barbaria* and *Ypiranga*  
by the American authorities at Vera Cruz  
for alleged smuggling of arms into  
Mexico have not been paid. The matter  
will be the subject of representations to  
Washington, and will probably soon be  
satisfactorily settled.

PRESIDENT HUERTA OFFERS TO RESIGN  
CONDITIONALLY.

NIAGARA, June 3rd.

The Mexican delegates have announced  
that President Huerta is prepared to  
resign on condition that Mexico is  
pacified, and that the Government  
succeeding his own will be supported by  
public opinion.

REBELS ISSUING RIFLES AND MUNITIONS.

VERA CRUZ, June 3rd.

It is reported that since the *Barbaria*  
and the *Ypiranga* landed arms the  
rebels have been issuing rifles and  
munitions of war to all applicants.

JAPANESE SHIP CALLS AT A MEXICAN PORT.

WASHINGTON, June 3rd.

Admiral Howard reports from Mazatlan  
that the Japanese steamer *Suyi-  
maru* arrived at Salina Cruz on Sunday  
and left immediately for Peru.

She landed no munitions and Admiral  
Howard understands that she had none  
aboard, as the Japanese line refused to  
carry them.

ULSTER'S OPPOSITION TO HOME  
RULE.

SIR EDWARD CARSON'S THREAT.

LONDON, June 3rd.

Sir Edward Carson, speaking at  
Belfast, said that despite the Fleet in the  
Irish sea they were going to have more  
Mauers. He had little faith in the  
Amending Bill. If the necessity arose  
he would send the Ulstermen into action.

MR. LLOYD GEORGE AND  
SUFFRAGETTES.

LONDON, June 3rd.

Mr. Lloyd George, speaking at a meeting  
at Criccieth, was subjected to persistent  
Suffragette interruptions. The Parlia-  
ment Act he described as a tree planted  
three years ago, and the Government, he  
said, were not going to dissolve, till they  
had gathered all the ripening fruit.

While the Chancellor of the Exchequer  
was speaking Suffragettes hammered  
many of the windows in the High Street.

ITALIAN COUNTESS' ALLEGED  
LIASON.

ONEGLIA, June 3rd.

The trial has concluded of the Countess  
Tiepolo, a descendant of the Doges of  
Venice, on a charge of murdering her hus-  
band's orderly. The prosecution alleged  
that the murder was premeditated, the  
Countess being desirous of removing  
proofs of her guilty intercourse with the  
orderly. The jury returned a verdict that  
the Countess killed the orderly in legiti-  
mate self-defence in protecting her  
honour. She was therefore acquitted.  
The Countess was cheered on her  
acquittal.

RACE BETWEEN AMERICAN CUP  
DEFENDERS.

NEW YORK, June 3rd.

In a 30 miles' race between two  
possible American Cup defenders, *Vanitie*  
beat *Resolute* by 16m. 48sec. There were  
only light airs, and the race was practi-  
cally a drifting match.

## HOME CRICKET.

LONDON, June 3rd.

Middlesex defeated Hants at Lord's by  
nine wickets.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE KING'S BIRTHDAY.

WORLD-WIDE CONGRATULATIONS.

LONDON, June 3rd.

The King spent his birthday at Buck-  
ingham Palace where he was the recipient  
of world-wide congratulations. Among  
the first to congratulate His Majesty was  
Queen Alexandra, and a feature of the  
many congratulations was letters from  
50,000 children.

A family dinner party is taking place  
to-night.

The official birthday will be celebrated  
on the 22nd inst., and the Birthday  
Honours will be issued on the 21st inst.

FRANCE AND TRIENNIAL  
SERVICE.

PARIS, June 3rd.

The general opinion is that the trien-  
nial service will be maintained.

## THE NEW FRENCH PREMIER.

PARIS, June 3rd.

The report that M. Viviani, the Minister  
of Marine, will be Premier in succession  
to M. Doumergue is well received.

THE LATE MR. AND MRS. W. D.  
GRAHAM.

News reached the Colony yesterday  
that the body of Mrs. Graham, as well  
as that of Mr. Graham, who perished in  
the terrible shipping disaster in the  
River St. Lawrence, had been identified,  
inquiry being made as to the wishes of  
the relatives regarding their burial. The  
inquiry, however, has been referred to  
England, where the mother and two  
brothers of the late Mr. Graham reside.  
With them, as well as with Mr. Frank  
Graham, in their tragic bereavement, the  
deepest sympathy is felt in the Colony,  
where both Mr. and Mrs. Graham  
had lived for many years and were held  
in the highest respect and esteem by a  
wide circle of friends. Mr. Graham's  
age was 56. Mr. Frank Graham, the  
Hongkong Electric Light Company's  
manager, is a cousin of the late Mr.  
Douglas Graham.

## THE KING'S BIRTHDAY.

AN IMPOSING MILITARY PARADE.

In perfect weather conditions, the  
parade on the Hongkong Cricket Club's  
ground yesterday in honour of the King's  
Birthday was in every way a most impos-  
ing affair. Despite the early hour, an  
extremely large number of civilians  
assembled to witness the parade, and a  
special contingent of police was necessary  
to keep the road and tram track clear.

Altogether there were about 850 men on  
parade, they being disposed to form three  
sides of a square along the railings of the  
ground, with the D.C.L.I. Band and  
Buglers in the centre. Sailors and  
Marines occupied the Pavilion corner, the  
Royal Engineers and Royal Artillery  
continuing the line to the bottom corner  
entrance. Along the north side of the  
ground were the D.C.L.I., Hongkong  
Volunteers and Reserves, and the Cadet  
Company. The H.K.S.B., R.G.A., 8th  
Rajputs, 25th and 26th Punjab, and the  
40th Pathans, who made their first  
public appearance in Hongkong, formed  
the East wing. The Naval Police were also  
observed formed up on the verandah of  
the Commodore's offices, facing the  
ground.

His Excellency the Governor (Sir  
Henry May, K.C.M.G.) was accompanied  
by Lady May, the Misses May, the Aide-  
de-Camp (Captain Alison), and the  
Private Secretary (Captain R. Hatfield).  
Among others in the enclosure were the  
Colonial Secretary (Hon. Mr. Claud  
Seymour), Commodore Anstruther, C.M.G.,  
Colonel Irwin, Colonel O'Hara, Lieut.-  
Colonel Chapman (Commandant of the  
Hongkong Volunteers), Major Fitz-  
williams, and the Hon. Mr. David  
Laudale.

His Excellency, accompanied by the  
Officer in Command (Colonel Baker-  
Brown, Chief Engineer), inspected the  
ranks, after which 21 guns were fired  
from the Murray Barracks parade  
ground. During intervals between each  
seven guns, the men on parade fired a  
*feu de joie*.

At the call of Colonel Baker-Brown  
three cheers were given for His Majesty  
the King, after which the various units  
marched past His Excellency and dis-  
persed.

## LEVEE AT GOVERNMENT HOUSE.

His Excellency the Governor held the  
usual Levee at Government House last  
night, and from 9.15 onward there was a  
steady stream of callers, the attendance,  
as usual, being very numerous. His  
Excellency and Lady May received in  
the drawing room, whence the callers  
passed on to the lawns where they par-  
took of refreshments and listened to the  
pleasing strains of one of the regimental  
bands. The grounds were prettily illu-  
minated by red Chinese lanterns.

The British ships in the harbour were  
dressed in honour of the King's birthday,  
and there was the customary gathering at  
the Hongkong Club at noon when Mr. J.  
W. C. Bonnar, the Chairman of the Club,  
proposed the toast of "The King."

["DER OSTASIATISCHER LLOYD"  
SERVICE.]

## CHINA SERVICE.

GERMAN TECHNICAL SCHOOL  
OPENED AT SHANGHAI.

SHANGHAI, June 3rd.

The German Technical School has been  
opened. The German colony, the heads  
of the Settlements and many Chinese,  
amongst the latter delegates from the  
Central and Provincial Authorities, were  
present at the opening ceremony. The  
Deputy-Chairman of the Court of  
Curators is Professor Dr. Krieg, who  
welcomed the guests and expressed his  
thanks to those who had been instrumental  
in the furtherance of the school.

The official representative of the  
Governor of Nanking, in acknowledging  
what had been done, promised his future  
support and exhorted the students to  
profit by the training afforded by the  
Institution.

## APPOINTMENTS DECLINED.

PEKING, June 3rd.

Yuan Shih Hsun, who under the  
Imperial regime was Governor of Kwang-  
tung, and twelve other high officials have  
declined the appointments to the Tsan  
Cheng Yuan, the members of which receive  
a monthly salary of one thousand dollars.

## CHAO ERH HSUN.

PEKING, June 3rd.

Chao Erh Hsun has taken up residence  
at Peking.

## EUROPEAN SERVICE.

ANOTHER STRIKE AT ST.  
PETERSBURG.

BERLIN, June 2nd.

A new labourers' strike has been  
declared at St. Petersburg and 50,000  
men are idle.

FROM BERLIN TO VIENNA IN  
FIVE HOURS.

BERLIN, June 2nd.

An officer of the German aerial service  
flew the distance from Berlin to Vienna  
in five hours.

## THE SITUATION IN ALBANIA.

BERLIN, June 2nd.

The Prince of Albania has been offered  
assistance by the Albanian notables.

Essad Pasha again asseverated to the  
German Ambassador at Rome his  
innocence and his fidelity to the Prince of  
Albania.

## SERIOUS RIOT IN SICILY.

BERLIN, June 2nd.

At Empedocle, a small port on the  
coast of southern Sicily, a riot has  
occurred among the sulphur workers in  
opposition to the railway tariff on  
sulphur. The town is on fire.

ENORMITIES OF MODERN  
FASHION.

THE SOCIETY "BEETLE."

PARIS, March 15th.

A well-known Paris caricaturist,  
"Sem," who, according to his friends,  
has given up the pencil to devote himself  
to writing, publishes in the *Journal*  
to-day the chapters of a book upon the  
modern fashions of Paris, for which he  
appears to have little respect. He finds  
that the immense amount of feverish  
ingenuity which is employed to-day in  
the quest for something fantastic and  
startling has developed a new kind of  
disease, which he calls dress madness, or  
"modomania." Parisiennes, who were  
formerly the first among women in grace  
and elegance, appear to him now when  
arrayed in their fearful and wonderful  
apparel like so many horrible insects.

"Bristling with claws, prickles, and  
antennae, and sheathed in scales flecked  
with venomous blotches like eyes, they  
reminde one of huge beetles."

This unpleasant description contains  
just a sufficient glimmer of accuracy to  
be rather galling to those who wear the  
curious details of dress to which the  
writer alludes—a garb that gives them  
their coleopterous appearance. But it is  
only fair to the average Parisienne to  
point out that the number who follow  
these fashions is not great, and that a  
lady who recently appeared in a theatre  
in one of the crimson wigs which "Sem"  
derides was compelled by the hisses of  
the audience to retire.—*The Times*.



## NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

## PEKING, May 27th.

## THE POLITICAL KALEIDOSCOPE.

The re-shaping of the constitution is nearing completion, and is assuming a form very different to that which the republican leaders were inclined to give it in the first flush of their reforming enthusiasm. Its form, however, is in accord with the wishes of the President himself, who has displayed a desire to concentrate power in his own office in a manner which has elicited no little criticism. There can be no doubt that the system of one man government is good for a country like China provided the man is the right man, and Yuan has demonstrated that he is the right man.

The new provincial system of government is an extension of the principle which he has applied so successfully to national government. It is in fact almost a reversion to the system of the Manchu régime. A governor-general with ample power is to be appointed to each province. He will replace the civil governor and will exercise complete authority not only over civil but military affairs as well. Most noteworthy of his many duties is that he will supervise the financial department, the presumption being that as the office will be filled by a supporter of the President he will see that the finances are remitted to Peking in their proper proportion.

The Political Council has now been abolished, and the advisory bodies are now being constituted. The appointments to the Tsang Cheng Yuan have already been promulgated, and they show the selection of a large number of old officials. This will doubtless strike dismay into the hearts of the modern educated section, but it is said in official circles that only by the use of such men can reform be instituted. This may seem like a joke to some who know the men in question, but there can be no doubt that from his own point of view the President is right. The men chosen are all men of considerable administrative and executive experience, and if they can make use of their knowledge and experience in the light of modern needs then all may be well. It is perhaps too early to criticise the views of the President in this matter, as it has to be conceded that though his ways have not been the ways of the modern reformers he has succeeded in introducing a more stable form of government which has already resulted in much good and which enjoys the confidence of foreign Powers.

## SUPPRESSING PIRACY IN THE CANTON DELTA.

The several piracies which have occurred in the vicinity of the Canton Delta and the protests which they evoked on the part of the Hongkong and the British authorities are likely to lead to decisive action being taken. As an outcome of the visit of Admiral Jerram to Peking, an arrangement has been reached for the joint policing of the waterways by British and Chinese naval authorities. Admiral Li, who will be remembered in Hongkong for his part in the revolution, will co-operate with Admiral Jerram, so that between them they should free the delta from the piratical pests who have so long infested these waters.

## ATHLETIC CHINA.

The All-China Athletic Meet which has been carried out here has perhaps been a revelation as to the ability of Chinese to organise and successfully carry out such a big undertaking. The exhibition in all kinds of sport was particularly good, and is of considerable value as showing the form of the Chinese competitors who may be expected to participate in the Far Eastern Olympic Games to be held in a few months. Needless to say, there was considerable enthusiasm on the part of the Chinese spectators when they witnessed the prowess of their nationals in the realm of sport. As you may have seen, the son of the Hon. Mr. Wei Yuk carried off the lawn tennis honours.

## OPIMUM SUPPRESSION.

That China is sincere in her desire to rid herself of the opium habit is evident from the several public opium fires which have taken place in various parts of the country, but more significant is the work of suppression which is proceeding throughout the provinces. Fukien has only recently been declared a free province by the British Government, and on June 1st Hupeh will be declared free, and on June 15th Chekiang and Honan will also be declared free. The British Government, being satisfied that no native opium is grown there and none is being imported, will in consequence prohibit the importation of Indian opium into these provinces.

## N.Y.K. CALCUTTA LINE.

## PROPOSED PLACING OF LARGER STEAMERS.

Japanese papers report that owing to the prosperity of the Indian trade, the Nippon Yusen Kaisha proposes to increase the carrying capacity of the steamers employed on their Calcutta line. At present six steamers of 4,000 tons each are on the fortnightly service of this line, but it is proposed to replace them with steamers of 6,000 tons each.

## A "SEEDY" TIGER.

"FED UP" WITH DEER AND GENERALLY OFF COLOUR.

Among a large heap of correspondence which reached me yesterday morning the only one which was not a circular making amazing offers, or of the persistent "account rendered" nature, seemed to glare up at me in a bold and menacing manner. The envelope contained a monogram which was made up of so many mysterious lines and curves that I imagined a "Black Hand" threat and looked long and studiously at the big and awkwardly written address, then back to the monogram. And there was also a strange earthy smell clinging to the missive. Not from a lady obviously; a prospector, gold digger? I have no communicative friends of that ilk. After half an hour of speculation curiosity made me bold and I applied the paper-knife. The address of the sender was at once veiled, relating as it did to a corpse, very green and thick "near the province of Tangkwang." My curiosity was increased when I read "My Dear Interviewer." I rushed for the end of the letter and almost collapsed. "Your old friend the Tiger." Naturally I rubbed my eyes and pinched myself, but without anything happening; I was wide awake, and commenced to elucidate the tiger hieroglyphics.

"Yes, at the present time I am away from your charming and delightfully peaceful island. Truth to tell, it was too peaceful for my robust self, and I was abnormally developing to such an extent on those delectable deer that my usually lithe body was fashioning itself after the manner of a Peking porker—whom I have seen but never tasted. But it was a novel experience for me, I can assure you. I came to you prepared for all sorts of sport, thinking that you would all be keen on chasing me, and transforming me into a rug. There were a few adventures, but what were they to a campaigner like myself? I watched men-folk scouting for me in a very amused spirit; saw them lay traps. Of course, had I been short of the necessities of life my capacious body might have got the better of my discretion; but there were always those timid little deer, whose acquaintance I hope to renew. You all went the wrong way about it, for which many thanks. I am sorry, in a way, that you were so ignorant as to the ways of tigers. I am also sorry—in the same way—that those three substantial policemen had an unhappy experience, of which their colleagues can make comic capital, but you must admit that there were heaps of chances to prematurely end my holiday. I was always roaming, crossed and re-crossed the path of man and never took the trouble to cover up my tracks, and slept soundly and peacefully in the day-time though the tracks led up to my very door. The men-folk who did not see me thinking once or twice—but not furiously—seemed to be of the legal denomination, judging by their general manner and diplomatic conversations. 'What shall we do if we secure the skin?' one of these hunters asked. 'Take it into Chambers,' was the facetious reply. That was a lawyer of the modern type, obviously.

"But this apart, I am feeling really seedy; I have a sort of fed-up or over-fed feeling, and my inner-man seems to be topsy-turvy. Those deer have gone back on me, and are now disturbing my digestive machinery to such an extent that I can only move with difficulty. Lack of exercise and over-feeding has made me incapable of enjoying my own strength. However, I am slowly recovering, and when I once more recover lost energy Hongkong shall know me again. But do ask your local sportsmen to make my stay an exciting one. If I can keep really fit on the charming slopes of your handsome Peak I shall make my abode there—if you will allow me to do so."

The remainder of the letter consisted of a certain recipe which the seedy one is using to relieve his deranged interior; but it is obvious that he is longing for more deer. I do not claim to be a friend of Stripes. Let us be prepared for him when he does return—it may be this week—and see to it that he does not get the laugh on the next occasion.

The monogram, by the way, I discovered to be a copy of the "pug" which appeared in a shop window recently. That tiger has a real sense of humour.

IMAGO.

## BRITISH-AMERICAN TOBACCO FACTORY BURNT.

YEN 500,000 DAMAGE AT MUKDEN.

Fire broke out in the British-American Tobacco Company's factory outside the western gate of Mukden at two o'clock on Tuesday morning (26th May), says a Mukden dispatch to the *Asahi*. The Japanese troops lent all the assistance they could, and made valiant efforts to extinguish the flames, but in vain. The strong wind which was blowing fanned the flames till they involved the whole factory, which was completely gutted. A godown has been saved. This was the most important factory the Company had in Manchuria, costing Y. 150,000 to build. Damages are estimated at over Y. 500,000. *Japan Chronicle*.

## JAPANESE PURCHASES OF FOREIGN VESSELS.

77,000 TONS BOUGHT IN FOUR MONTHS.

According to Japanese papers the number of foreign vessels bought by Japan during the four months ending April was twenty-one with an aggregate tonnage of 77,800. Particulars are as follows:—

|                                  | Tonnage. | Age. |
|----------------------------------|----------|------|
| <i>Java Maru</i> .....           | 4,338    | 12   |
| <i>Malay Maru</i> .....          | 4,402    | 13   |
| <i>Myogizan Maru</i> .....       | 2,779    | 19   |
| <i>Shinkoku Maru</i> .....       | 4,953    | 14   |
| <i>Horoku</i> .....              | 4,572    | 19   |
| <i>Weinaker (1)</i> .....        | 4,417    | 11   |
| <i>Hokoku Maru</i> .....         | 4,674    | 19   |
| <i>Kongosan Maru</i> .....       | 5,405    | 13   |
|                                  | 2,698    | 19   |
| <i>Kenzan Maru</i> .....         | 1,408    | 13   |
| <i>Asari</i> .....               | 1,621    | 17   |
| <i>Daido</i> .....               | 2,305    | 16   |
| <i>Daido</i> .....               | 2,836    | 16   |
| <i>Hanabusa Maru No. 2</i> ..... | 2,037    | 31   |
| <i>Taisei Maru</i> .....         | 2,735    | 16   |
| <i>Hokoku Maru</i> .....         | 4,564    | 15   |
| <i>Fukujin Maru</i> .....        | 1,845    | 28   |
| <i>Grigoris Maru</i> .....       | 2,530    | 25   |
| <i>Tosan Maru</i> .....          | 2,485    | 14   |
| <i>Goshu Hope</i> .....          | 3,618    | 12   |
| <i>Mahomeli</i> .....            | 1,947    | 30   |

## THE NIPPON YUSEN KAISHA.

## DECLARATION OF DIVIDEND.

The net profit of the Nippon Yusen Kaisha for the half-year ending March 31st last amounted to Yen 3,768,788, including Yen 181,891 surplus brought over. This sum it is proposed to dispose of as follows:—

|                                                                    | Yen       |
|--------------------------------------------------------------------|-----------|
| Reserve for extension of services and improvement of steamers..... | 144,244   |
| Reserve for the repair of office buildings.....                    | 700,000   |
| Special reserve.....                                               | 500,000   |
| Bonuses to the directors and auditors.....                         | 300,000   |
| Dividend, 10 per cent. per annum.....                              | 73,555    |
| Carried forward.....                                               | 1,000,000 |
|                                                                    | 948,998   |

It is noted that business in the coasting trade and the near Oriental seas during the period was generally bad, but the result of the working of the European, Australian, Indian and Seattle services was not less satisfactory than that for the preceding period. *Japan Chronicle*.

## "SIBERIA" "SCARE" AND JAPANESE WIRELESS.

In connection with the "Siberia" scare, a correspondent writes to the *Times* to express his belief that the Japanese wireless system is very faulty. He says that on one occasion when within sight of the coast of Japan he sent three wireless messages, which, though duly acknowledged from the land stations, never reached their destination. The suggestion of an unsatisfactory service (*The Times* remarks) undoubtedly seems worth the attention of the authorities, who are still trying to elucidate the recent mystery. It may be added that though underwriters have been much interested in the suggestion from Tokyo that the "Siberia" scare originated in a misinterpretation of the *Persia*'s call signal as an S.O.S. signal, yet even if confusion arose from a blurred signal much that is important would still remain unexplained. According to a Reuter message from Tokyo the *Siberia* was reported from Nagasaki to be badly ashore off Formosa; according to a Lloyd's message from Taipei, Formosa, she was reported ashore six miles from the coast of south-east Formosa; and according to a private message from Hongkong she was ashore off the coast of Kashoto Island. The definite nature of these reports has intensified the mystery. *The Times*.

## NAVAL PRIZE FIRING.

GOOD MARKSMANSHIP OF THE CHINA FLEET.

The Admiralty issued on 6th ult. the result of the test of gunlayers with heavy guns and light quick-firing guns in the Fleet (Admiralty gunnery-branch, N. 340). Their lordships, in a note to the document, state that the satisfactory results obtained with the heavy guns in 1913, but the high average of the 1912 gunlayers' test with light guns has not been reached, this being partly attributable to the more difficult conditions.

The abstract of the firing with heavy guns during 1913 shows the China Station first in order of merit, with the *Newcastle* as best ship of the squadron. Second place in the list is taken by the First Battle Squadron, with the *Superb* as best ship. Third place in order of merit is taken by the fleet flagship *Neptune*, which then flew Sir George Callaghan's flag.

Generally, the percentage of hits to rounds fired by the heavy guns shows an advance, the percentage in the case of the 15-in. guns having gone up from 58.0 to 66.6. In the table which gives the ships in order of merit in the Fleet the *Amphion* is placed first, her best shot being Able Seaman G. J. Ford, who made six hits out of six rounds fired. The second ship is the *Superb*, with Petty Officer A. E. Goble as best shot, his score being four hits out of four rounds. The *King George V.* stands third in order of merit, her best shot being Petty Officer J. W. Butcher, with four hits out of four rounds.

The China Station also comes out first in order of merit with light quick-firing guns, but in this case the best ship was the *Amphion*. The Fourth Cruiser Squadron is second, with the *Herak* as best ship, the Mediterranean Fleet third, with the *Husar* as best ship, and fourth place is taken by the Royal Australian Navy, the *Encounter* being best ship.

## TYPHOON WARNING.

The first typhoon signals in Hongkong this season were hoisted yesterday, the typhoon being south-east of the Colony, more than 300 miles distant.

## JAVA-CHINA-JAPAN LINE.

DIVIDEND OF 8½ PER CENT. FOR PAST YEAR.

The report for 1913 of the Java-China-Japan Line states that the contract with the Government was fully carried out; 14 voyages were made on the China line, 17 on the Japan line and one on the combined route. Moreover, six voyages were made outside the contract by ships of the company on the Dutch East India-Hongkong route. The fleet has done satisfactory business throughout the year. As last year, additional room for cargo had to be supplied by chartered steamers.

The extension of the business has shown the desirability of the company having an office of its own at Soerabaya, and it has agreed with the shipping agency of that city to take charge of the Soerabaya business on January 1st, 1915. Of the two larger and quicker vessels now building at Flushing, the *Tjkenbang* will be delivered in June next, and the *Tjken-dor* in January, 1915. The steady increase of the working expenses will necessitate a corresponding increase in the cargo capacity of the vessels, if shipments are to be accepted at reasonable freights. But this cargo capacity, combined with greater speed, can only be obtained economically if a greater water displacement can be allowed, and as this is determined by the water-level in the shallowest harbour on the ship's route, it is to be deplored that it is just the two chief Java harbours, viz. Soerabaya and Tandjong Priok, which hinder shipping, not only in this respect, but also by further insufficient arrangements.

It becomes in this way more and more difficult to maintain reasonable freights, which in the long run must be an impediment to Java's trade. In June, 1913, the third series of shares, amounting to fl. 1,000,000, and half of the fourth series, viz. fl. 500,000, were issued at the rate of 107½ per cent., so that the issued capital is now fl. 4,500,000.

The balance of profit of the working account, inclusive of moneys received from the Government, is fl. 1,447,899 (as compared with fl. 1,018,750 last year), making with last year's undistributed balance, the balance of the interest account and the agio on shares, a total of fl. 1,518,496 (fl. 1,050,210). After all necessary deductions have been made, fl. 492,087 (fl. 247,516) is left for distribution, out of which a dividend of 8½ per cent. (8 per cent.) is paid on the capital now issued of fl. 4,500,000 (fl. 3,000,000), while fl. 9,725 is paid into the reserve fund and fl. 94,814 to the Dutch Government. After proper reserve for employees' share in the profits and taxes, fl. 5,336 is carried forward to the new account.

## SPECULATION IN "LANGKATS."

The writer of "The Week's Finance" in the *N.Y.C. Daily News* has the following to say on this subject:—

The business in the share market for some time past has been confined to speculation in Langkats. With the large output in the output from 1,870 tons to 2,642 tons in the past week, and the daily output of 428 and 402 tons during the last two days the level of prices has been fairly maintained, in spite of the report of a strong bear attack on the market. But a careful consideration of facts goes to show that there is something not very healthy about this market.

If the criterion of the rise or fall in share values were the output, there should at least be some method in the madness. Since the last week of February when the rumours about the large increase in the output helped to increase values, the ups and downs appear to have been controlled by more or less adventitious causes. When the output for the last week in April was 1,500 tons, prices were kept up because of the "prospects." When the output for the last week in May increased from 1,870 to 2,642 tons prices came down, because "the probable rise has already been forestalled by the rise during the week." Further, when the daily output was low during the third week in May as compared with Wednesday "prospects" helped to increase share values. When on Wednesday the output was one of the best in the history of the company, values came down, because "one cannot be sure that the output would be maintained at this rate" for a long period.

The remarkable feature of the market is the ability of the outsiders to obtain "news" which the management is either unable to obtain, or unwilling to give to the public. The course of events during the past fortnight has been, to say the least, extraordinary. The directors held a meeting on the 14th instant, to decide upon the advisability of paying a dividend—especially as none has been paid for the past twelve months. As no dividend was announced, it was thought that they considered it unsafe or unwise to pay any at present, in spite of the fact that the past profits must be sufficient at least to pay a small dividend.

The very next day there is "news" and the market jumps by leaps and bounds; the output statement on Monday showed only a small increase; but share values go on rising, without a word from the directors. Rumours about the success in deep boring operations were contradicted by the directors during this period. The following Monday the output statement showed a rise of 800 tons, and on the following days the outputs were the biggest in the history of the company. How is it that "news" reaches some people before the directors know of it?

The directors are to be congratulated on their efforts to prevent speculation in the share market, but the method they are adopting of giving daily outputs is scarcely calculated to help. Formerly speculation was bad enough; now it becomes one of from day to day, like rain-gambling or some other very bad form of it. The temptation is too great to abstain from taking risks when the result is known so soon as the following day. What the sane public has asked of the directors is more information about the working of the company—such information as would help to prevent undue speculation.

## VISITING TERMS MARRIAGE.

SEPARATE HOMES FOR TWENTY-TWO YEARS.

New York, May 3rd. Mrs. Havelock Ellis, who is visiting friends in New York, describes in the "Evening World" how she and her husband, the investigator of sex psychology, have retained romantic love for each other during the twenty-two years of their married life.

"My husband and I have always been free human beings," Mrs. Ellis is quoted as saying, "and our marriage has been based on nothing but romantic love. Each of us has been self-supporting. Each has had an individual dwelling place. Each has done creative work, without interference or assistance from the other."

"There have been days and weeks when we have not even seen each other. We have met only when we wanted to meet, and the result is that we are even more desirous of being together now than we were twenty-two years ago."

"We have simply reversed the usual procedure. Instead of being inseparably domestic at the beginning of our marriage and then growing apart, we have all along preserved our individual freedom, and we are now planning for a happy old age in the same little cottage. I wouldn't advocate any law compelling other husbands and wives to live as we have lived. The best way to keep a marriage a romance is to have just as much little law and compulsion as possible for fixing the relations of husband and wife. Each pair of temperaments should be permitted to adjust itself in its own way. There should be no conventionally fore-ordained arrangement, but rather freedom for any reasonable relationship."

NO BOREDOM. In our own case Dr. Ellis and I made up our minds that we would not be bored. At the time of our marriage we looked about and decided that a great many husbands and wives of our acquaintance were in the habit of boring each other. We thought that we should be in the same predicament if we saw each other too frequently. So we decided to have separate quarters.

My husband has a cottage in Middlesex and I have one in Cornwall. Then he has a flat in London, and I get rooms there when I want them. For days and sometimes weeks at a time we don't see each other. For his work, my husband requires solitude and silence. I, on the other hand, am very fond of people because I like to study human nature. If we were crowded together in the same flat neither one of us would be able to work properly.

Under the present arrangement, I go to visit my husband and he pays visits to me. We have the most delightful times. We go out to lunch together, or to dinner, and we are always running away on little trips. His favourite recreation is travelling; he never played a game in his life, and he cares nothing about shooting or fishing.

"Once when we were travelling together we attracted the attention of others in the same compartment. They didn't know us, but afterwards gave a description to a person who happened to be a friend. 'Those must be the Havelock Ellises,' our friend remarked. 'Oh, no,' was the reply. 'They couldn't have been married for they were so interested in each other.'"

"I lunched with my husband the day before I sailed. And oh, the look in his eyes—the look in his eyes! It was the same that I saw there twenty-two years ago."

## DOMESTIC HUSBAND.

He's ever so much more domestic than I am. When I go to visit him he takes care of our rooms. The man of the future will acquire so-called feminine attributes, just as we shall share in some of the qualities hitherto attributed to men. Why should a husband feel ashamed to sew on his own buttons, or even his wife's?

"Perfect love means perfect trust. There is no room for jealousy. If you care for a person you want that person to be happy. If he proves to you that he can only be happy with some one else, what can you tell him except, 'go'! Only he never wants to go."

Such an arrangement as I have described would be impossible, I think, unless husband and wife were economically independent. I myself always vowed that I never would marry until I met a man who could accept thruppence from a woman for omnibus fare without looking like a fool. At last I met him! And I have gone on earning my own living just as I did before marriage.

Of course each of us enjoys making presents to the other, but our love has never been mixed up with money. We have no children. Where there are little ones I think the father should pay their expenses and the mother should care for them. It is the woman's dependence on the man for support which makes so many marriages unhappy. How can this dependence be compatible with true romantic love—where the man is always wooing, and the woman always fleeing? I have never been away from my husband a day without receiving a love-letter. Never before these last nine days which I have spent on the ocean. They have been so long—so long!

## GIRLS BY AUCTION.

BIDS FOR VILLAGE BEAUTIES AS DANCING PARTNERS.

The Berlin correspondent of the London *Daily Mail* is responsible for the following:—

The quaint custom of selling village girls as dancing partners to the highest bidders has been revived in a number of Rhineland villages in connection with Whitsuntide church dedications. The auctions take place in the public square, and the village swains engage in a lively competition for the honour of securing the prettiest girls as partners for the Whitsuntide festival.

The older girls are "knocked down" at a price as low as 2½d., while village beauties of a tenderer age go for from four to six shillings. The highest prices are commanded by girls who are both pretty and rich, as the Whitsuntide dances traditionally lead to engagements and marriages. The proceeds of the auction are devoted to communal purposes.

## INTIMATIONS

## RED RASH ON FACE ITCHED AND BURNED

Face Covered With White-headed Pimples. Caused Much Pain. Used Cuticura Soap and Ointment. Within Few Days Face Clear.

22, Midway St., Plymouth, Eng.—"The first sign of my skin trouble was a lot of red rash, which came out on my face last night would itch and burn and I was bound to scratch the places, and after a little while my face was covered with white-headed pimples which caused me much pain at night. This lasted two or three months. At this time I had been trying different remedies which did not do much effect and so I thought I would try some Cuticura Soap and Ointment which I did, and after a few weeks nearly all the pimples were gone, the burning and itching was stopped, and within a few days my face was clear. I still use Cuticura Soap and have not had any signs of any more pimples yet, and I give all the praise to Cuticura." (Signed) F. Winkles, Apr. 10, 1912.

Cuticura Soap is best for skin and hair because of its extreme purity, delicate yet effective emollient properties and refreshing fragrance. It is used to a wafer and gives comfort and satisfaction every moment of its use for toilet, bath and nursery. Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 25¢ Skin Book free from nearest dealer. F. O. Johnson & Sons, 27, Chatterhouse St., London; R. Towns & Co., Sydney; N. S. W.; Lemon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-20]

## CHS. J. GAUPP &amp; CO.,

## WATCHMAKERS

## AND JEWELLERS.

## SURVEYING AND NAUTICAL INSTRUMENTS.

## ZEISS PRISM BINOCULARS.

## SUN GLASSES.

## SILVER AND PRINCE'S PLATE.

Representatives—

## MAPPIN &amp; WEBB, LTD.

LONDON.

## ALEXANDRA BUILDINGS,

CHATER ROAD.

[34]

## CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1884).

SOLE AGENTS FOR

## CANTRELL &amp; COCHRANE'S DRY GINGER ALE.

THE IDEAL DRINK DURING THE

HOT WEATHER, EITHER ALONE

OR WITH SPIRITS. MUCH HARM

IS OFTEN DONE BY TAKING CHEAP

AND IMPURE MINERAL WATERS;

IT PAYS IN THE END TO TAKE

ONLY A PRODUCT THAT IS

GUARANTEED TO BE PURE.

SEND FOR A FREE SAMPLE.

[21]



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Bindings, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 18.  
Telegraphic Address: "Press."  
Codes: A.B.O. 5th Ed., "Lieber's."

## NEW ADVERTISEMENTS

## FOR SALE.

REMINGTON SHOES TYPE-  
WRITER in Good Condition.  
Apply—  
Care of "Daily Press" Office.  
Hongkong, 4th June, 1914. [734]

## SITUATION WANTED.

WANTED by a YOUNG GERMAN,  
who is now in the booking Department of a German Firm in Shanghai a position in a English Import Firm.  
Apply under—  
"B."  
Care of "Daily Press" Office.  
Hongkong, 2nd June, 1914. [730]

A. S. WATSON & CO., LIMITED.  
NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1913 of SEVENTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 29th May, 1914, on Warrants to be obtained at the Company's Office.  
The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 29th May, 1914. [733]

## HONGKONG TRAMWAY COMPANY, LIMITED.

## NOTICE

THE Special Summer Services of through First Class Cars have now commenced.  
FARE 10 CENTS.  
Between WHITTY STREET and the NEW HAPPY VALLEY TERMINUS every 10 minutes.  
First Car 4.00 P.M. Last Car 9.30 P.M.  
Between POST OFFICE and QUARRY POINT every 15 minutes.  
First Car 4.00 P.M. Last Car 10.30 P.M.  
BATHING.  
At North Point on and after SATURDAY, June 6th, Bathing Tents will be provided by the Tramway Company and a Refreshment Booth by Weissman & Co.

BAND NIGHTS.  
A Military Band will perform at North Point on SATURDAY, June 6th, from 9 to 11 P.M., and a newly cleared space will be illuminated. The dates of (subsequent) Band Nights will be notified by advertisement on the Cars.  
BY ORDER,  
General Manager.  
Hongkong, 1st June, 1914. [771]

## NOTICE.

## REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that, on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED TO \$2.00 per 1,000 cubic feet. All discounts will be withdrawn from same date.

By Order of the Directors,  
GEORGE CURRY,  
Local Secretary.  
Hongkong, 21st May, 1914. [737]

## NOTICES OF FIRMS

## NOTICE.

NOTICE IS HEREBY GIVEN of the retirement from our Firm of MR. HERBERT BENI, whose interest and Responsibility therein CEASES as from this Date.  
T. E. GRIFFITH, Ltd.,  
Canton, 1st June, 1914. [770]

## NOTICE.

NOTICE IS HEREBY GIVEN that the Business and Goodwill of the Firm of ARTHUR NILSSON & COMPANY, carried on by WEL A YUK at York Building, Chater Road, Hongkong, under the style or Firm name of "ARTHUR NILSSON & COMPANY," has this Day been acquired by A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.  
Dated this 23rd day of May, 1914.  
A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.),  
A. NILSSON,  
Managing Director.

## NOTICE.

WE HAVE THIS DAY REMOVED our Office from Queen's Building to YORK BUILDING (Top Floor), Chater Road.  
A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.),  
(Incorporated in Sweden),  
A. NILSSON,  
Managing Director.  
[743]

## INTIMATIONS

## THE HONGKONG ICE CO., LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LIMITED, No. 16, Pedder Street, YESTERDAY (WEDNESDAY), the 3rd day of June, 1914, at Noon, in accordance with the Notice which has already been sent to Shareholders, and they are FURTHER REMINDED that it is proposed, in view of the 3rd June being a Public Holiday, to adjourn such Meeting to the same time and place on the following day, when the business of the Meeting will be proceeded with.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 27th May, 1914. [746]

## CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the Company, No. 16, Pedder Street, Victoria, Hongkong, TO-DAY (THURSDAY), 4th June, 1914, at 11.15 o'clock in the forenoon, when the subjoined Resolution, which was passed at an Extraordinary Meeting held on 18th May, will be submitted for confirmation as a Special Resolution.  
"That Article 84 of the Articles of Association be altered by substituting the words 'Twenty-five' for the word 'Fifteen'.  
JARDINE, MATHESON & Co., Ltd.,  
General Agents.  
Dated Hongkong, 18th May, 1914. [723]

## THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, TO-DAY (THURSDAY), the 4th day of June, 1914, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) "That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as in the print signed by the Chairman of the Meeting for the purposes of identification."

and the following further business will come up for consideration:—  
(1) To consider and, if thought fit, approve the draft new Articles which will be submitted to the Meeting, and in the event of the approval thereof, with or without modification,  
(2) To consider and, if thought fit, to pass a Resolution to the effect:—

"That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Articles be and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Should the Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Prints of the Memorandum as proposed to be altered and of the new Articles of Association have been circulated to the Shareholders, and a print thereof can be seen at the Registered Office of the Company.

Dated this 7th day of May, 1914.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
HONGKONG FIRE INSURANCE CO., LTD.  
[690]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.  
H. E. VICTOR,  
Manager,  
6, Des Vaux Road Central  
(First Floor).

Telephone No. 650.  
Hongkong, 15th May, 1914. [710]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.  
For terms, apply to the Headmaster,  
HERBERT L. BEER, L.C.F.  
[1343]

## GRACA &amp; CO.

PEDDER ST. (Hongkong Hotel Building).  
Dealers in  
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.  
JUST RECEIVED:  
POSTAGE STAMP CATALOGUES FOR 1914.  
Hongkong, 20th March, 1914. [503]

新中外港香  
CHUNG NGOT SAN PO

(Chinese Daily Press).  
PUBLISHED DAILY  
is the oldest and still immeasurably the best Advertising medium among the Native Community.  
Established for over FIFTY YEARS  
Circulates largely throughout Southern China, Indo-China, etc.  
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.  
Documents translated from or into Classical or Colloquial Chinese.

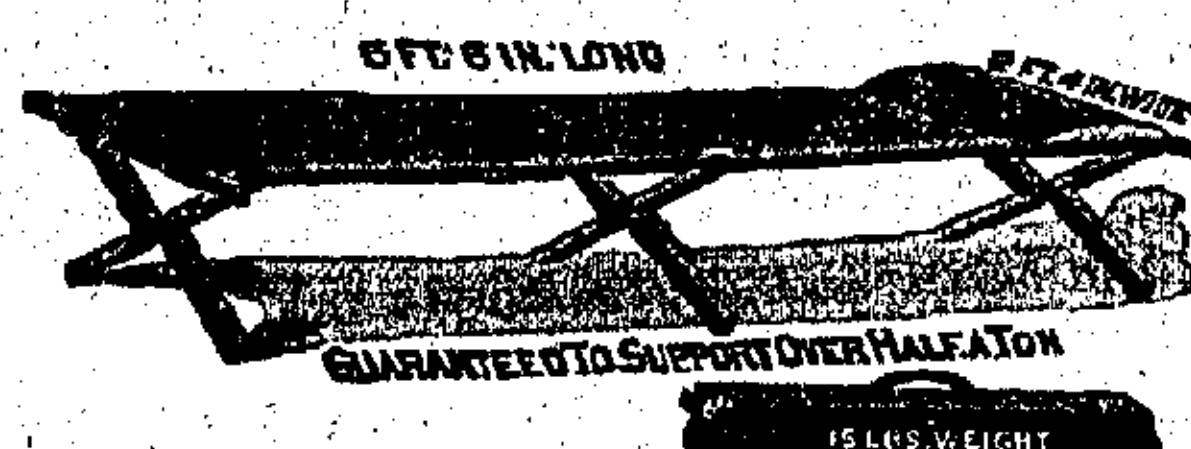
## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

(Telephone 97).

## FOLDING CANVAS BEDS.

OPEN



CLOSED

EACH

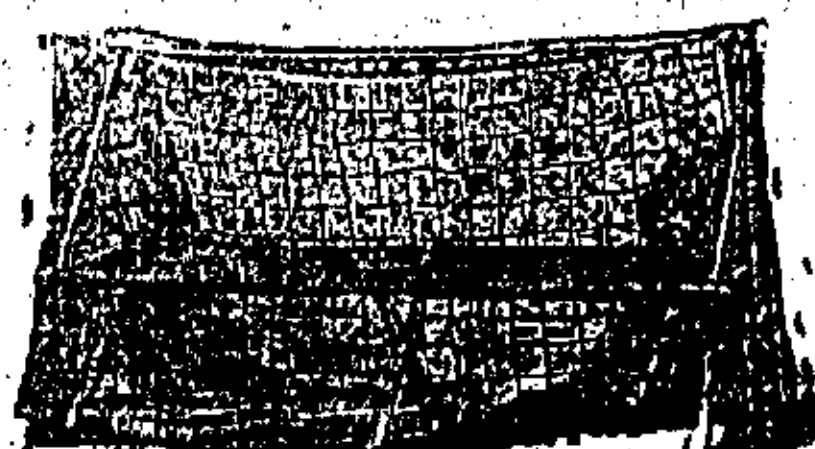
\$7.50

EACH

WITH

## MOSQUITO FRAME AND CURTAIN.

LIGHT

AND  
STRONG.

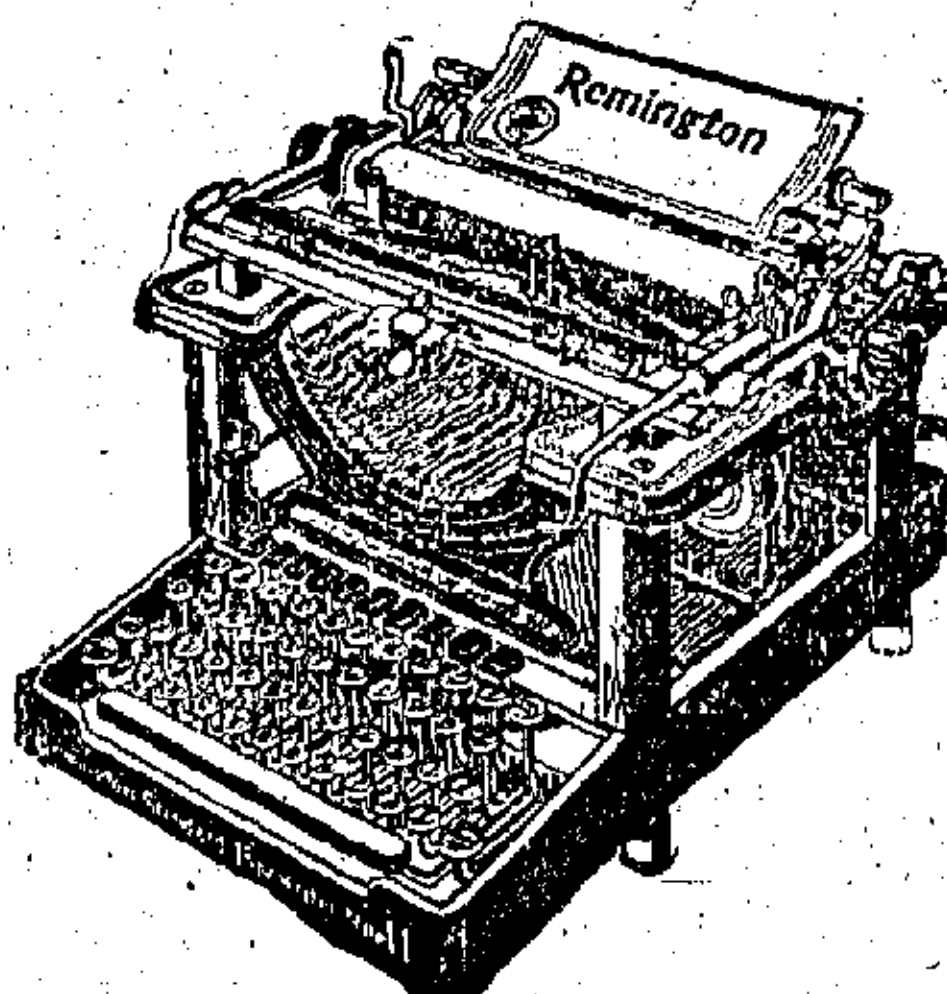
COMPACT

AND  
PORTABLE.

COMPLETE \$13.50 COMPLETE

## LANE, CRAWFORD &amp; CO.

[39]

THE NAME  
REMINGTON  
STANDS FOR

The Longest History.  
The Widest Experience.  
The Greatest Manufacturing Resources.  
The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business.  
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."  
FIRST and ALWAY.  
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON  
TYPEWRITER COMPANY  
(Incorporated).

SIEMSEN & CO., SOLE AGENTS for  
Hongkong, Canton, South China and Formosa [54]

## HAVE YOU USED

## KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE  
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

## TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... .. 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—  
KAMINIA PERFUMERY COMPANY,  
Bombay, India. [667]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT: From No. 10 to .333, at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection Invited.

## WM. SCHMIDT &amp; CO.

Hongkong, 16th April, 1914. [559]

## SINGON &amp; CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry. Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOO STREET (2nd St. West of Central Market).  
Telephone No. 515. [45]

## ON SALE.

DIRECTORY  
AND  
CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, Etc.

## FOR THE YEAR

1914.

To be Obtained at the Office of  
THE HONGKONG DAILY PRESS.

or  
Messrs. KELLY & WALSH, LTD.  
Hongkong, 18th February, 1914.

## ENTERTAINMENTS

HIPPODROME  
CIRCUS AND MENAGERIE.

LAST WEEK! LAST WEEK!!  
TO-NIGHT! 9.15 P.M. TO-NIGHT!!  
AND EVERY EVENING INCLUDING SUNDAY.

LOCATION: CAUSEWAY BAY.

SUCCESS AT A BOUND.

MARVELLOUS MARLO. THE HUMAN FROG.  
LA BELLE DE MARLO.  
THE BONELESS WONDER.

LAST MATINEE—SATURDAY. AT 4 P.M.  
Children Half-Price to Matinee only.

Box PLAN at ROBINSON PIANO Co., LTD.  
Special late Trains after every Performance.  
Hongkong, 1st June, 1914. [660]

## AUCTION.

## PUBLIC AUCTION.

## GEO. P. LAMMERT,

AUCTIONEER, SHARE AND GENERAL BROKER.

A VALUABLE COLLECTION OF  
ANTIQUE CHINA AND CURIOS.

(Just arrived from the North, being the property of the well-known collector, Mr. LAH YEN KEE).

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (THURSDAY), TO-MORROW (FRIDAY) AND  
SATURDAY,  
THE 4TH, 5TH AND 6TH JUNE, 1914, COMMENCING EACH DAY AT 2.30  
P.M., at his SALES ROOMS, DUDELL STREET,

A VALUABLE COLLECTION OF  
ANTIQUE CHINA AND CURIOS.

from SUNG TO MING DYNASTIES and KANGHI TO TOWKWANG PERIODS.

Comprising:—

3-COLOURED and BLUE and WHITE VASES, PLATES, BOWLS and FIGURES, etc.  
SANG-DE-BEUF VASES, WHITE "GODDESS OF MERCY" (MING).  
OLD GOLD INLAID BRONZES (MING).  
FINE CRYSTAL VASES and SNUFF BOTTLES.  
PORCELAIN and AGATE SNUFF BOTTLES.  
GREEN and RED JADE ORNAMENTS.  
OLD LACQUERED SCREENS with 5-COLOURED DECORATION and BLACKWOOD SCREENS with BLUE and WHITE and 6-COLOURED KANGHI and KIENLONG PORCELAIN PLACQUES, PORCELAIN PICTURES INLAND IN WOOD, etc.

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.  
N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.  
On View from TUESDAY, the 2nd June.  
TERMS:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.  
Hongkong, 30th May, 1914. [747]

## TO LET

## TO LET.

NO. 20, BELLIOS TERRACE, newly painted and colourwashed.  
From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed.  
No. 12, BEACONSFIELD ARCADE, Shop.  
No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.  
No. 7, MOUNTAIN VIEW.  
No. 7, STEWART TERRACE, PEAK.  
No. 19, SHEELLY STREET.  
To Let, Furnished, for one year, from 1st May, 1914.  
"BOGATE," Aunty Road, Kowloon.  
Unfurnished.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 22nd May, 1914. [55]

## TO LET.

SHOP, No. 12, Queen's Road Central.  
2, FAIRVIEW, Nathan Road, Kowloon.  
Apply to—  
STEPHENS & WILLSON.  
Hongkong, 11th December, 1913. [57]

## TO LET.

From 1st May, 1914.  
NO. 104A, THE PEAK, FURNISHED.  
Apply to—  
S. J. DAVID & Co.,  
Prince's Buildings  
Hongkong, 7th February, 1914. [264]

## TO LET.

From 1st July, 1914.  
IN CANTON on SHAMEEN LOT 55.  
The premises now in the occupation of the Bank of Taiwan, Ltd.  
Apply to—  
DAVID SASSOON & Co., LTD.,  
Hongkong.  
Hongkong, 7th May, 1914. [678]

## TO LET.

PART of 1st FLOOR, 25, Des Vaux Road Central. Immediate Possession.  
Also 1 MOTOR BOAT for Sale.  
Apply—  
DRAGON CYCLE Co.  
Hongkong, 30th May, 1914. [761]

## TO LET

## TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings.  
Hongkong, 19th May, 1914. [695]

## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST.

By CHAS. J. HALCOMBE,  
Formerly of the Imperial Chinese Customs Service. Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 481 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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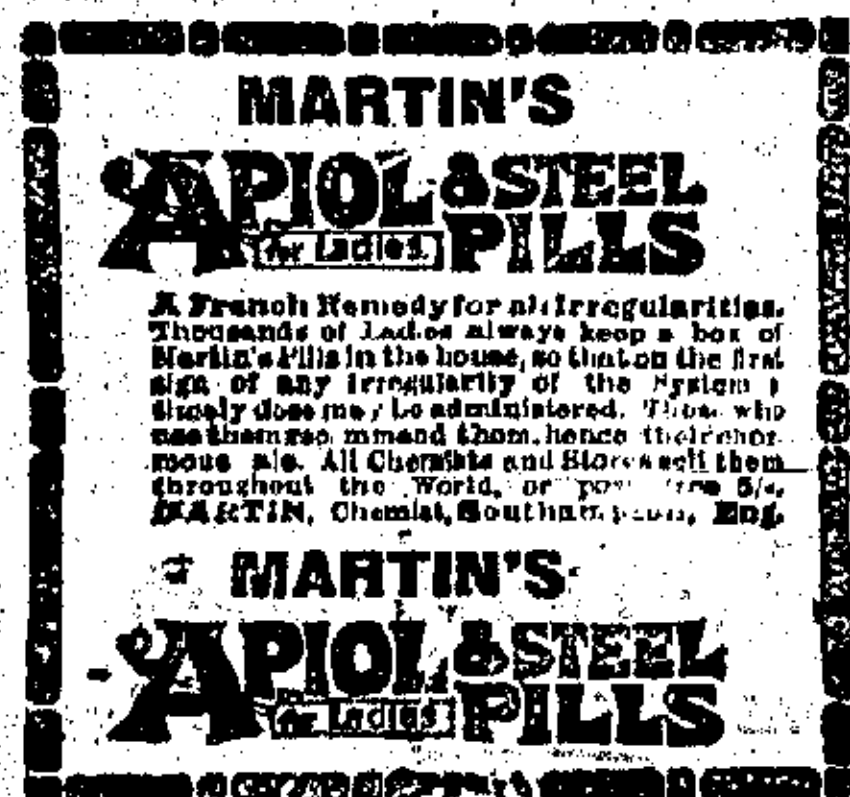
To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.





# **NAPIER - JOHNSTONE'S**

**"SQUARE BOTTLE"**  
**WHISKY.**  
 UNVARIED FOR OVER  
**150 YEARS.**  
 THE SAME TO-DAY AS IN  
**1745.**  
**BEWARE OF IMITATIONS.**  
 SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
 and from ALL WINE MERCHANTS.



## **VESSELS EXPECTED.**

### **THE AMERICAN MAIL.**

The P.M. str. *Nile* left Yokohama on the 28th May for Hongkong via Japan ports and Manila. The United States mail has been transferred to the P. & O. str. *Demantha*, and will arrive at Hongkong on the 6th June.

### **THE AUSTRALIAN MAIL.**

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 20th May, and may be expected to arrive here on or about the 13th June.

### **THE ENGLISH MAIL.**

The P. & O. str. *Delta* left Singapore for this port on the 30th May, at 11 a.m., with the outward English mails, and is due here on the 4th June, at about 8 a.m.

### **THE GERMAN MAIL.**

The I.O.M. str. *Derfflinger*, carrying the German mails, left Colombo on the 31st May, and may be expected here on or about the 10th June.

### **MERCHANT STEAMERS.**

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Singapore for this port on the 20th May, and is expected here on the 4th June.

The O.S.K. str. *Seattle Maru* left Manila on the 1st June for this port, and is due to arrive at Hongkong on the 4th June, a.m.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 28th May, and is expected here on the 5th June.

The Ben Line str. *Denleuch*, from Antwerp, Middlesbrough, and London, left Singapore for this port on the 30th May, and may be expected to arrive here on or about the 6th June.

The American & Oriental Line str. *Royal Prince*, from New York, having left Sabana, is due here on or about 6th June.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th May, and is expected here on the 7th June.

The str. *Takada* left Calcutta on the 28th May, and may be expected here on or about the 14th June.

The East Asiatic Co.'s str. *Annam* left Port Said on the 21st May, and may be expected here on or about the 16th June.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 28th May, and is expected here on the 16th June.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 16th May, and is expected here on the 16th June.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The str. *Glenrae* passed the Suez Canal on the 12th May for Hongkong via Straits.

### **INDO-CHINA STEAM NAVIGATION CO., LTD.**

*Onang*, from Calcutta, is due in Hongkong 6th June.

*Hopson*, from Calcutta, is due in Hongkong 11th June.

*Chiphing*, from Weihaiwei, is due in Hongkong 5th June.

*Wosang*, from Shanghai, is due in Hongkong 4th June.

### **SHIRE LINE, LIMITED.**

*Radnorshire*, from Portland, is due in Hongkong 23rd June.

*Monmouthshire*, from London, is due in Hongkong 25th June.

## **HAMBURG LETTER.**

(SPECIALY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

HAMBURG, May 6th.

BANKS AMALGAMATE.

The latest sensation in financial circles has been the proposed absorption or rather annexation of the A. Schaaffhausen Bankverein by the Disconto Gesellschaft in Berlin, who offer to buy out the shareholders of the former by giving them three shares in their own company for every five of the Bankverein, new shares to the extent of 70 million Marks to be issued for the purpose. This would raise the nominal share capital of the Disconto Gesellschaft to 300 millions compared with that of 250 millions of the Deutsche Bank and of the Dresdner Bank. The Schaaffhausen Bankverein would continue to act as a separate concern, but its shares would all be in the hands of the Berlin company, just like those of the Norddeutsche Bank in Hamburg. The scheme has been favourably received on the Stock Exchange, where the shares of both banks rose several points on the news of it. The Bankverein was originally a private bank in Cologne founded during the French occupation by an enterprising inhabitant of the city, Abraham Schaaffhausen, who died in 1824. He and his successors made it their chief object to further the development of the mining and other industries of the Rhineland which were then in their infancy. In doing so, however, they must have looked up too much of their capital, for in the troublous times of 1848 they found themselves in difficulties. By the advice and assistance of the Prussian Minister of Finance, David Hansemann, a former manufacturer of Aix la Chapelle, they converted their business into a limited company, a thing without precedent in the banking world of those days, and as such continued their endeavours to develop the resources of the Rhenish provinces, and it is no exaggeration to say that many of the great industrial establishments of the present day in those parts owe their prosperity in no small measure to the encouragement and support received at the hands of the Schaaffhausen Bankverein. Its history has not been one of unbroken success; on the contrary, the curve of its quotations shows a most undulating line, and it is only within the last twenty years that, having transferred its head office to Berlin, it has attained its present position as one of the leading financial institutions of the country. It has always been on intimate terms with the Disconto Gesellschaft, which owes its origin to the Herr Hansemann mentioned above; on retiring from office he had in 1851 set up a banking business in his own name in Berlin, which was subsequently turned into a company *en commandite* under the style of the Disconto Commandit Gesellschaft; later on, after certain alterations in its constitution, the name was changed to that of the Disconto Gesellschaft, and it now ranks, as everybody knows, as one of the three most powerful banks of the empire.

### **GENERAL.**

There is little if any improvement to report in business; the stock and share markets have been decidedly dull during the past fortnight, as the public still keeps aloof and accounts from the foreign bourses afford no encouragement to operators, the Mexican troubles exercising a depressing influence. Quotations of the various securities, although fluctuating from day to day, show on balance no great decline; shipping shares, at least those of the Hamburg-America Line and of the Norddeutsche Lloyd, have even experienced a slight rally on the news of a definite agreement having been arrived at between the two companies concerning the North Atlantic and the Far East traffic for a period of fifteen years. Beyond this little has so far been done at the conference in Cologne, the stubborn attitude of the Canadian Pacific Company retarding the settlement of the North Atlantic and general pool questions.

The *Vaterland*, sister-ship to the *Imperator* of the Hamburg-America Line, of 58,000 tons, and measuring 950 feet in length, is now preparing for her first trip to New York. She was, at the invitation of the Company, visited by 200 members of the Reichstag, who arrived from Berlin on Saturday and were much impressed by her size and the magnificence of her outfit. She is advertised to sail on the 10th inst. and will no doubt have a full complement of passengers.

The old Finow canal between the rivers Oder and Havel, built a hundred and fifty years ago for the purpose of establishing direct communication by water between Stettin and Berlin, being no longer suited to the requirements of the day, a new one provided with all the most improved machinery and of a depth

# **WM. POWELL, LTD.**

TELEPHONE 346

NEW DESIGNS

## **LACE AND MUSLIN CURTAIN MATERIALS.**

SPOT AND FIGURED WHITE BOOK MUSLINS  
 LACE EDGED AND INSERTION MUSLINS.

WHITE AND ECRU MADRAS.  
 LACE EDGED, SCOLLOPED, FRILLED AND PLAIN.

WHITE MUSLIN CUSHION CASES.  
 HEMSTITCHED, FRILLED, LACE TRIMMED.  
 BUTTON-HOLED FOR RIBBON.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS  
 DRAGON  
 BRAND  
 CEMENT



HIGH  
 QUALITY  
 BUILDING  
 CEMENT

ALWAYS IN STOCK

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# **Summer Excursions TO JAPAN**

BY THE STEAMERS OF

**CANADIAN PACIFIC S.S. LINE.  
 PACIFIC MAIL S.S. CO.  
 TOYO KISEN KAISHA.**

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

**NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.**

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

## **JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.**

| FROM JAPAN.    |            |                |                 | TO JAPAN.      |                 |             |                 |
|----------------|------------|----------------|-----------------|----------------|-----------------|-------------|-----------------|
| YOKOHAMA LEAVE | KOBE LEAVE | NAGASAKI LEAVE | HONGKONG ARRIVE | HONGKONG LEAVE | NAGASAKI ARRIVE | KOBE ARRIVE | YOKOHAMA ARRIVE |
| 11 June        | 12         | 14             | 19              | 10 June        | 12              | 14          | 18              |
| 17             | 18         | 20             | 25              | 16             | 18              | 20          | 24              |
| 24             | 25         | 27             | 31              | 23             | 25              | 27          | 31              |
| 30             | 31         | 3              | 7               | 30             | 31              | 3           | 7               |
| 7              | 8          | 10             | 15              | 7              | 8               | 10          | 14              |
| 14             | 15         | 17             | 22              | 14             | 15              | 17          | 21              |
| 21             | 22         | 24             | 29              | 21             | 22              | 24          | 28              |
| 28             | 29         | 31             | 5               | 28             | 29              | 31          | 4               |
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| 26             | 27         | 29             | 3               | 26             | 27              | 29          | 3               |
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## VESSELS ON THE BERTH

FOR SHANGHAI.

THE P. &amp; O. S. N. Co.'s Steamship

"DELTA,"  
Captain W. R. Le Mare, R.N.R., will leave  
for SHANGHAI TO-MORROW, the 5th inst.,  
at 10 A.M.  
For Freight or Passage, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd June, 1914.

HONGKONG-BOSTON &amp; NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK VIA  
PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On or about 5th June.

For Freight or information apply to  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 14th May, 1914. [707]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION

COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEEN,  
EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
AFRICA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA,"

Captain W. R. Hickey, carrying His  
Majesty's Mails, will be despatched from  
this port for BOMBAY, on SATUR-  
DAY, the 6th June, 1914, at Noon, taking  
Passengers and Cargo for the above Ports,  
in connection with the Co.'s s.s. "MALAKA,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.

Silk and Valuable Tea and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo, into the  
Mail Steamer proceeding direct to  
Marseilles and London. Other Cargo for  
London, etc., will be conveyed by a Bombay  
and transhipped to the s.s. "ALABAMA," due in  
London on the 18th July, 1914.

Parcels will be received at the Office  
until 4 P.M. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 25th May, 1914. [1]

GLEN LINE.

(McGREGOR, GOW &amp; CO.), LTD.

For LONDON AND ANTWERP.

THE Steamship

"GLENROY,"

Captain H. W. L. Holman, will be despatched  
for the above Ports on or about 12th June.  
Saloon Passage, Hongkong to London,  
£40.

For freight or passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 28th May, 1914. [706]

AMERICAN AND ORIENTAL LINE.

(ANDREW WILK &amp; CO.'S STEAMERS).

THE Steamship

"MINERIC,"

Captain J. C. Hall, will be despatched from  
Hongkong on the 16th June, for  
BOSTON AND NEW YORK.

For freight and further particulars, apply to  
THE BANK LINE, LTD.,  
Agents.  
Hongkong, 27th May, 1914. [748]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day

of or preceding the departure of the

English Mails; also Table of the

Weekly Approximate Averages

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From 1874 to 1909.

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On Sale at the DAILY PRESS Office.

Local Bookellers.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                             | VESSEL'S NAME   | FLAG & REG. | DEPART | CAPTAIN                   | FOR PORT OF DESTINATION       | TO BE DESPATCHED           |
|-----------------------------------------|-----------------|-------------|--------|---------------------------|-------------------------------|----------------------------|
| LONDON VIA USUAL PORTS OF CALL          | DEVANHA         | Brit. str.  | —      | W. R. Hickey              | P. & O. S. N. Co.             | On 6th inst., at Noon.     |
| LONDON & ANTWERP VIA SINGAPORE, &c.     | NOVABA          | Brit. str.  | —      | H. H. Heberington, R.N.R. | P. & O. S. N. Co.             | About 10th inst.           |
| LONDON & ANTWERP                        | GLENROY         | Brit. str.  | —      | H. W. L. Holman           | SHEWAN, TOMES & Co.           | About 12th inst.           |
| LONDON & ANTWERP                        | DENBIGHSHIRE    | Brit. str.  | —      | —                         | JARDINE, MATHESON & Co., Ltd. | On 16th inst.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | BRASILIA        | Ger. str.   | k.w.   | Buch                      | HAMBURG-AMERICA LINE          | To-day.                    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | POLYNESIA       | Ger. str.   | k.w.   | T. Sato                   | MESSAGERIES MARITIMES         | On 16th inst., at 1 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | HITACHI MARU    | Jan. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 17th inst., at 10 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | BOHUMI          | Ger. str.   | —      | —                         | MELBOURNE & Co.               | About End of June.         |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | SPESBARK        | Ger. str.   | k.w.   | Geissel                   | HAMBURG-AMERICA LINE          | On 4th July.               |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | GOLDENWIS       | Ger. str.   | k.w.   | Katzen                    | HAMBURG-AMERICA LINE          | On 24th inst.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | EUDEN           | Ger. str.   | k.w.   | Kofas                     | HAMBURG-AMERICA LINE          | On 18th July.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | EMPEROR OF ASIA | Ger. str.   | k.w.   | Gjerdanbrun               | HAMBURG-AMERICA LINE          | On 20th July.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | PRUSSSEN        | Ger. str.   | k.w.   | Luebeck                   | HAMBURG-AMERICA LINE          | On 19th July.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | SLESIA          | Ger. str.   | k.w.   | Christiansen              | HAMBURG-AMERICA LINE          | On 23rd July.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | SAXONIA         | Ger. str.   | k.w.   | Heifer                    | HAMBURG-AMERICA LINE          | On 10th inst.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | SHATTE MARU     | Jap. str.   | —      | T. Sato                   | OSAKA SHOSHUN KAISHA          | On 11th inst., at N.       |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 16th inst., at 4 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | MEXICO MARU     | Jap. str.   | —      | —                         | OSAKA SHOSHUN KAISHA          | On 20th inst., at Noon.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | MONMOUTHSHIRE   | Brit. str.  | —      | —                         | JARDINE, MATHESON & Co., Ltd. | On 29th inst.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | AFRICA          | Ans. str.   | —      | —                         | SANDER, WHEELER & Co.         | On 15th inst., at 3 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | E. F. FERNAND   | Ans. str.   | —      | —                         | SANDER, WHEELER & Co.         | About 7th July.            |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | FRINZ LUDWIG    | Ans. str.   | —      | —                         | MELBOURNE & Co.               | On 10th inst., at 10 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | MINDRE          | Brit. str.  | —      | —                         | THE BANK LINE LIMITED         | About 5th inst.            |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | EMPEROR OF ASIA | Brit. str.  | 2 m.   | —                         | SHEWAN, TOMES & Co.           | On 10th inst., at Noon.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | MONMOUTHSHIRE   | Brit. str.  | 2 m.   | —                         | CANADIAN PACIFIC R. CO.       | On 6th inst., at 1 P.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | MANCHURIA       | Ans. str.   | —      | —                         | PACIFIC MAIL S.S. CO.         | On 16th inst., at Noon.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | NILE            | Ans. str.   | —      | —                         | TOTO KAISHA KAISHA            | On 13th inst., at 1 A.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | GIBB, LIVINGSTON & Co.        | On 19th inst., at 10 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 1st July, at Noon.      |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | JAVA-CHINA-JAPAN LINE         | Quick despatch.            |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | MELBOURNE & Co.               | About 23rd inst.           |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | SANDER, WHEELER & Co.         | About 2nd July.            |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | To-morrow.                 |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 18th inst., at 11 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 30th inst., at 5 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 10th inst., at D'light. |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 10 A.M.      |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | P. & O. S. N. Co.             | To-day, at 4 P.M.          |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 10 A.M.      |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | NIPPON YUSEN KAISHA           | On 6th inst.               |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | DAVID SASSOON & Co., Ltd.     | On 6th inst., at 4 P.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | HAMBURG-AMERICA LINE          | On 8th inst.               |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | JARDINE, MATHESON & Co., Ltd. | On 9th inst., D'light.     |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 9th inst., at 4 P.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 11th inst., at 4 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | About 11th inst.           |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 13th inst., at M'night. |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | About 14th inst.           |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 15th inst.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 18th inst., at D'light. |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 1st July, at 3 A.M.     |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | Quick despatch.            |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 10th inst., at 10 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 7th inst., at Noon.     |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | To-morrow, at 11 A.M.      |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | To-morrow, at 10 A.M.      |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 6th inst., at 4 P.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 7th inst., at 1 A.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 7th inst., at 11 A.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 19th inst., at 11 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 6th inst., at 2 P.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 9th inst., at 4 P.M.    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 11th inst., at 4 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 30th inst., at 3 P.M.   |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | Quick despatch.            |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 6th inst.               |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 8th inst., at N.        |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | To-day, at 2 P.M.          |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | To-day.                    |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 13th inst.              |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 8th inst., at Noon.     |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | To-day, at 10 A.M.         |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 10th inst., at 10 A.M.  |
| MARSHALLS, ROTTERDAM, HAMBURG & ANTWERP | YOKOHAMA MARU   | Jap. str.   | —      | —                         | BUTTERFIELD & SWIRE           | On 12th inst., at 9 A.M.   |

## CANADIAN PACIFIC

## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN OHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

TO VANCOUVER

TO L'POOL

FROM L'POOL

FROM VANCOUVER

| STEAMERS          | Hong-kong      | Shanghai | Nagasaki | Kobe    | Yokohama | Vancouver | Quebec  | Liverpool | Leave   | Arrive  | Leave             | Arrive  | Leave   | Arrive  | Leave   | Arrive  |
|-------------------|----------------|----------|----------|---------|----------|-----------|---------|-----------|---------|---------|-------------------|---------|---------|---------|---------|---------|
| EMPEROR OF ASIA   | Wed. 10 June   | 13 June  | 14 June  | 16 June | 19 June  | 27 June   | 2 July  | 9 July    | 8 May   | 15 May  | MONTEAGLE         | 20 May  | 5 June  | 8 June  | 10 June | 13 June |
| EMPEROR OF JAPAN  | Thurs. 25 June | 28 June  | 31 June  | 2 July  | 4 July   | 16 July   | 23 July | 30 July   | 15 May  | 22 May  | EMPEROR OF JAPAN  | 28 May  | 11 June | 12 June | 14 June | 16 June |
| MONTEAGLE         | Wed. 1 July    | 4 July   | 6 July   | 8 July  | 11 July  | 25 July   | 30 July | 6 Aug.    | 29 May  | 5 June  | EMPEROR OF RUSSIA | 11 June | 22 June | 23 June | 25 June | 27 June |
| EMPEROR OF RUSSIA | Wed. 8 July    | 11 July  | 12 July  | 14 July | 16 July  | 25 July   | 30 July | 6 Aug.    | 12 June | 19 June | EMPEROR OF INDIA  | 25 June | 9 July  | 10 July | 12 July | 14 July |
| EMPEROR OF INDIA  | Wed. 22 July   | 25 July  | 27 July  | 29 July | 31 July  | 12 Aug.   | 20 Aug. | 27 Aug.   |         |         | EMPEROR OF ASIA   |         |         |         |         |         |

PASSAGE RATES—HONGKONG TO LONDON.

| STEAMERS          | Passage Rates |
|-------------------|---------------|
| EMPEROR OF RUSSIA | £71.10        |
| EMPEROR OF ASIA   | £71.10        |
| EMPEROR OF INDIA  | £65           |
| EMPEROR OF JAPAN  | £65           |
| MONTEAGLE         | £43           |

Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the

United States and Europe have the option of returning from San Francisco by the

steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants,

Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-

SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are now quadruple screw turbine  
steamers, the finest, fastest and most luxurious on the Pacific. Their passenger  
accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library,  
Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic

Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless

Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF

JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please

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D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SINGAPORE, PENANG &amp; CALCUTTA "FOOKSANG" ... Thursday, 4th June, 2 P.M.

SHANGHAI "CHOYANG" ... Friday, 5th June, D'light.

MANILA "LOONGSANG" ... Saturday, 6th June, 3 P.M.

SANDAKAN "HINSANG" ... Monday, 8th June, Noon.

SHANGHAI &amp; TSINGTAU "WONG" ... Tuesday, 9th June, D'light.

TIENTSIN VIA WEIHAWEI "CHIPSHING" ... Wednesday, 10th June, D'light.

SHANGHAI, KOBE &amp; MOJI "KUTSANG" ... Thursday, 18th June, D'light.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMESANG" and "LATANG" leave about every 3 weeks for

Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong



# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

|                                                       |     |        |
|-------------------------------------------------------|-----|--------|
| Single Fare by Night Steamer                          | ... | \$6.00 |
| Return " (available also for return by day steamer)   | ... | 10.00  |
| Single Fare by Day Steamer                            | ... | 4.00   |
| Return " (available also for return by night steamer) | ... | 8.00   |

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

## HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 4th JUNE, 1914.

|                  |                   |
|------------------|-------------------|
| 8 a.m. HONAM.    | 8 a.m. HEUNGSHAN. |
| 10 p.m. KINSHAN. | 5 p.m. KINSHAN.   |

FRIDAY, 5th JUNE, 1914.

|                  |                 |
|------------------|-----------------|
| 8 a.m. HONAM.    | 8 a.m. HONAM.   |
| 10 p.m. KINSHAN. | 5 p.m. KINSHAN. |

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1651. S.S. TAIHAN, Tons 2006.

### HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

### MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 7th JUNE, 1914.

The Company's New Steamship

### "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 2.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

## HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

## PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN       | FOR                               | SAILING DATE         |
|-----------|------|---------------|-----------------------------------|----------------------|
| ZAFIRO    | 4000 | F.S. McMurray | Manila, Mangarin, Cebu and Iloilo | On 11th June, 4 P.M. |
| RUBI      | 4000 | J. Miller     | Manila, Mangarin, Cebu and Iloilo | On 20th June, 4 P.M. |

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Compartment Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 5th June 1914. PHILIPPINES S.S. Co. [7]

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

| FOR                      | STEAMER | TO SAIL                 |
|--------------------------|---------|-------------------------|
| SHANGHAI, KOBE AND CHILL | ...     | On 15th June.           |
| YOKOHAMA                 | ...     | On 29th June.           |
| HOMEWARD                 |         |                         |
| MARSEILLES VIA PORTS     | ...     | On 16th June, at 1 P.M. |
|                          | ...     | On 30th June, at 1 P.M. |

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT. QUEEN'S BUILDING.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

| FROM HONGKONG: | PROPOSED SAILINGS: | FROM COLOMBO: |
|----------------|--------------------|---------------|
| 24th June.     | "KATHIWAR"         | 17th July.    |

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

### PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

EXTENDED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

## PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

|                     |                      |
|---------------------|----------------------|
| MONGOLIA 27000 tons | MANCHURIA 27000 tons |
| KOREA 18000 tons    | SIBERIA 18000 tons   |
| CHINA 10200 tons    | NILE 11000 tons      |
| PERSIA 8000 tons    |                      |

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

|                     |                                       |
|---------------------|---------------------------------------|
| MANCHURIA           | Sailing SATURDAY, 6th June, at 1 P.M. |
| NILE (via Manila)   | TUESDAY, 16th June, at Noon.          |
| MONGOLIA            | FRIDAY, 26th June, at 1 P.M.          |
| PERSIA (via Manila) | SATURDAY, 11th July, at Noon.         |

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino collecting deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

## FOR VICTORIA, B.C. AND TACOMA—VIA JAPAN PORTS.

| Steamer        | Captain      | Leaving                        |
|----------------|--------------|--------------------------------|
| "SEATTLE MARU" | T. Sato      | THURSDAY, 11th June, at Noon.  |
| "MEXICO MARU"  | N. Kobayashi | WEDNESDAY, 24th June, at Noon. |
| "CHICAGO MARU" | I. Goto      | THURSDAY, 9th July, at Noon.   |
| "HAWAII MARU"  | H. Yamamoto  | WEDNESDAY, 2nd July, at Noon.  |
| "TACOMA MARU"  | T. Hamada    | THURSDAY, 5th Aug., at Noon.   |
| "PANAMA MARU"  | J. Kane      | WEDNESDAY, 19th Aug., at Noon. |

Calling at KIELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and YOKOHAMA.

Calling at MOJI, KOBÉ, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted route for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| Steamer      | Captain      | Leaving                  |
|--------------|--------------|--------------------------|
| "LUZON MARU" | T. Miyata    | MONDAY, 8th June, A.M.   |
| "JAVA MARU"  | D. Fuchigami | MONDAY, 6th July, A.M.   |
| "INDO MARU"  | K. Komiya    | THURSDAY, 13th Aug. A.M. |

## CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

| Steamer      | Captain      | Leaving                     |
|--------------|--------------|-----------------------------|
| "KAIJO MARU" | Y. Yamamoto  | ...                         |
| "DALI MARU"  | K. Murakami  | SUNDAY, 7th June, at Noon.  |
| "DAIJI MARU" | S. Tokushige | SUNDAY, 14th June, at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer      | Captain    | Leaving                          |
|--------------|------------|----------------------------------|
| "SOSHU MARU" | K. Hattori | WEDNESDAY, 10th June, at 10 A.M. |
| "SOSHU MARU" | K. Hattori | FRIDAY, 5th June.                |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,

Second Floor No. 1 Queen's Building.

714]

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAMBURG, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North American and British Ports, also Trieste, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

| For                                           | Steamship         | To Sail    |
|-----------------------------------------------|-------------------|------------|
| SHANGHAI, KOBE AND YOKOHAMA                   | "PRAEUSSEN"       | 8th June.  |
| " "                                           | "SILEZIA"         | 18th June. |
| " "                                           | "C. FERD. LAFITZ" | 3rd July.  |
| " "                                           | "SENEGAMBIA"      | 17th July. |
| " "                                           | "SCANDIA"         | 27th July. |
| " "                                           | "ALEZIA"          | 14th Aug.  |
| VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.) | "SAXONIA"         | 10th June. |
| " "                                           | "AN. ALUSIA"      | 4th Aug.   |
| " "                                           | "LITHONIA"        | 9th Sept.  |

MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP "BRASILIA" 4th June. HAMBURG, ROTTERDAM, HAMBURG & ANTWERP "WUELTEMBERG" 20th June. HAMBURG & ANTWERP "SULMARK" 6th July. MARSEILLES, HAMBURG, BREMEN & HAMBURG "GOLDENFELS" 13th July. ROTTERDAM, HAMBURG & ANTWERP "PRAEUSSEN" 18th July. HAMBURG & HAMBURG "LMDEN" 20th July. ROTTERDAM & HAMBURG "NILEZIA" 23rd July. HAMBURG & HAMBURG "MARKOMANNIA" 5th Aug. GENOA, DUNKERK & HAMBURG "PRISA" 10th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE.

Hongkong Office.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer "ORIENTAL" leaves YOKOHAMA | Steamers to | Leave SHANGHAI | Leave HONGKONG | Connecting Steamer from COLOMBO to MARSEILLES and LONDON | Due at MARSEILLES | Due at LONDON |
|-----------------------------------------------|-------------|----------------|----------------|----------------------------------------------------------|-------------------|---------------|
|                                               | COLOMBO.    | KAI            | KONG.          |                                                          | LES               |               |
| Thurs.                                        |             | 6 p.m.         | Noon.          |                                                          | Saturday          | Friday        |
| May 28                                        | DEVANHA     | June 2         | June 6         | MALOJA                                                   | July 4            | July 10       |
| June 11                                       | DELTA       | June 16        | June 20        | MARMORA                                                  | July 18           | July 24       |
| June 25                                       | HIMALAYA    | June 30        | July 4         | MOLDAVIA                                                 | Aug. 1            | Aug. 7        |
| July 9                                        | ASSAYE      | July 14        | July 18        | MEDINA                                                   | Aug. 15           | Aug. 21       |
| July 23                                       | DEVANHA     | July 28        | Aug. 1         | MONGOLIA                                                 | Aug. 29           | Sept. 4       |
| Aug. 6                                        | DELTA       | Aug. 11        | Aug. 15        | EGYPT                                                    | Sept. 12          | Sept. 18      |
| Aug. 20                                       | HIMALAYA    | Aug. 25        | Aug. 29        | MALWA                                                    | Sept. 26          | Oct. 2        |
| Sept. 3                                       | ARCADIA     | Sept. 8        | Sept. 12       | MOREA                                                    | Oct. 10           | Oct. 16       |
| Sept. 17                                      | ASSAYE      | Sept. 22       | Sept. 26       | MALOJA                                                   | Oct. 23           | Oct. 29       |
| Oct. 1                                        | DEVANHA     | Oct. 6         | Oct. 10        | MOOLTAN                                                  | Nov. 6            | Nov. 12       |

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

### FARES:

The Fares to London and Marseilles are as follows:—

|                                     | LONDON | MARSEILLES |
|-------------------------------------|--------|------------|
| 1st Saloon "A" Accommodation Single | £55.   | £51.       |
| "B" " " " "                         | £53.   | £49.       |
| 2nd Saloon "A" " " " "              | £44.   | £42.       |
| "B" " " " "                         | £40.   | £38.       |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES PROPOSED SAILINGS:

| STEAMERS. | Leave Y'HAMA | Leave SHANGHAI | Leave H'KONG  | Leave S'FORE  | Due at M'SEILLES | Due at LONDON |
|-----------|--------------|----------------|---------------|---------------|------------------|---------------|
| NOVARA    | about May 26 | about June 4   | about June 10 | about June 16 | about July 14    | about July 24 |
| NELORE    | June 9       | June 18        | June 24       | June 30       | July 28          | Aug. 7        |
| *KHYBER   | June 23      | July 2         | July 8        | July 14       | Aug. 1           | Aug. 21       |
| NAGAYA    | July 7       | July 16        | July 22       | July 28       | Aug. 26          | Sept. 6       |
| SYRIA     | July 21      | July 30        | Aug. 5        | Aug. 11       | Sept. 9          | Sept. 20      |
| NILE      | Aug. 4       | Aug. 13        | Aug. 19       | Aug. 25       | Sept. 23         | Oct. 3        |
| MALTA     | Aug. 18      | Aug. 27        | Sept. 2       | Sept. 8       | Oct. 7           | Oct. 18       |
| SARDINIA  | Sept. 1      | Sept. 10       | Sept. 16      | Sept. 22      | Oct. 21          | Oct. 31       |
| NUBIA     | Sept. 15     | Sept. 24       | Sept. 30      | Oct. 6        | Nov. 4           | Nov. 15       |
| NAMUR     | Sept. 29     | Oct. 8         | Oct. 14       | Oct. 20       | Nov. 18          | Nov. 29       |

\* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON.

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. HEWETT,

SUPERINTENDENT.

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS                                                                       | STEAMERS AND DISPLACEMENT | TONS   | SAILING DATE                     |
|------------------------------------------------------------------------------------|---------------------------|--------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | HITACHI MARU              | 12,500 | WEDNESDAY, 17th June, at 10 A.M. |
|                                                                                    | MIYAZAKI MARU             | 16,000 | WEDNESDAY, 1st July, at 10 A.M.  |
| VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA and YOKOHAMA        | YOKOHAMA MARU             | 12,500 | TUESDAY, 16th June, at 4 P.M.    |
|                                                                                    | AWA MARU                  | 12,500 | THURSDAY, 2nd July, at 4 P.M.    |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE         | TANGO MARU                | 13,500 | WEDNESDAY, 1st July, at Noon.    |
|                                                                                    | NIKKO MARU                | 9,600  | WEDNESDAY, 29th July, at Noon.   |

Calcutta via SINGAPORE, PENANG and RANGOON

BOMBAY via SINGAPORE, PENANG and COLOMBO

SHANGHAI, MOJI and KOBÉ

KOBÉ and YOKOHAMA

NAGASAKI, KOBÉ and YOKOHAMA

KOBÉ and YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                                                                                   | STEAMERS                                   | TO SAIL              | REMARKS                       |
|---------------------------------------------------------------------------------------|--------------------------------------------|----------------------|-------------------------------|
| SHANGHAI                                                                              | DELTA<br>Capt. W. E. Le Mare, R.N.R.       | 10 A.M.<br>5th June. | Freight and<br>Passage.       |
| LONDON VIA USUAL PORTS<br>OF CALL                                                     | DEVANHA<br>Capt. W. E. Hickey              | Noon,<br>6th June.   | See Special<br>Advertisement. |
| LONDON and ANTWERP VIA<br>SINGAPORE, PENANG,<br>COLOMBO, PORT SAID,<br>and MARSEILLES | NOVARA<br>Capt. H. E. Hetherington, R.N.R. | About<br>10th June.  | Freight and<br>Passage.       |
| SHANGHAI, MOJI, KOBE<br>and YOKOHAMA                                                  | NOVARA<br>Capt. W. E. Hickey               | About<br>14th June.  | Freight and<br>Passage.       |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 3rd June, 1914.

## CHINA NAVIGATION CO., LTD.

### SAILINGS SUBJECT TO ALTERATION.

| FOR                                   | STEAMERS    | TO SAIL               |
|---------------------------------------|-------------|-----------------------|
| PAKHOI and HAIPHONG                   | "SUNGKIAN"  | On 4th June, 10 A.M.  |
| SHANGHAI                              | "LUCHOW"    | On 4th June, 4 P.M.   |
| SWATOW, WEIHAUW, CHEFOO<br>& TIENTSIN | "KUEICHOW"  | On 5th June, 10 A.M.  |
| SWATOW, AMOY, NINGPO and SHANGHAI     | "WUHU"      | On 6th June, 4 P.M.   |
| SHANGHAI and TSINGTAU                 | "YINGCHOW"  | On 6th June, 10 P.M.  |
| MANILA, CEBU and ILOILO               | "TEAN"      | On 9th June, 4 P.M.   |
| SHANGHAI                              | "SHAOHSING" | On 9th June, 10 P.M.  |
| HOIHOW and HAIPHONG                   | "KAIFONG"   | On 10th June, 10 A.M. |
| SHANGHAI                              | "ANHUI"     | On 11th June, 4 P.M.  |
| SHANGHAI and TSINGTAU                 | "KANCHOW"   | On 13th June, 10 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING"  
and "TEAN". Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra  
State-rooms on Deck, aft, on "TAMING" and "TEAN".  
SHANGHAI AND TSINGTAU LINE—THE TWIN  
SCREW STEAMERS "LIANGLOU" "CHEMAN" "SHAOHSING" and the  
S.S. "KANCHOW" "LUCHOW" and "YINGCHOW" having  
excellent accommodation, with Electric Light throughout and Electric Fans in the State  
rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong  
and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday,  
taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU,  
leaving there on Tuesdays for Shanghai, Hongkong and Canton.  
N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY  
Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY  
Night.  
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 4th June, 1914. TELEPHONE 36. AGENTS. [5]

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via SUEZ, COLOMBO, ADEN, SUMATRA and PORT SAID.  
S.S. "AFRICA," 8,840 tons, will leave as above on 15th June, at 3 P.M.  
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabin, Doctor,  
Stewardesses, Laundry, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice) £3 1st, £3 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) FINEST and VENICE  
Via SINGAPORE, PENANG, COLOMBO, BOMBAY, K. RAOH, ADEN, SUMATRA and PORT SAID.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 7th July.  
These Steamers of large tonnage are fitted with comfortable and class accommodation for Passengers.  
No Surtax. Doctor, Stewardesses, Wireless Telegraphy.  
Cargo taken at through bills of lading to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.  
FARES: Hongkong-Trieste (Venice) £43.  
RAILWAY FARES: Trieste-London.  
BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3 1st, II £2 1st.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lugano, Bale, Lucerne, Calais or Boulogne, Class I £3 1st, II £2 1st.  
BY SEMMERING EXPRESS:  
Via Venice, Cologne, Brussels, Ostend, Dover, Calais I £3 1st, II £2 1st.  
BY TAVERN EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I £7 1st, II £6 1st.  
TO SHANGHAI  
S.S. "KORBER," 9,900 tons, will leave as above on 1st July, at 8 A.M.  
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.  
TO KOBE VIA SHANGHAI, YOKOHAMA.  
S.S. "SILESIA," 13,950 tons, (for Cargo only) will leave as above about 2nd July.  
HONGKONG, 3rd June, 1914. PRINCE'S BUILDING. AGENTS. [43]

## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY and FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN              | LEAVING                       |
|-----------|----------------------|-------------------------------|
| "HAIKANG" | Capt. W. C. Passmore | FRIDAY, 5th June, at 11 A.M.  |
| "HAIKANG" | Capt. A. H. Towart   | TUESDAY, 9th June, at 11 A.M. |
| "HAIKANG" | Capt. A. E. Hodgins  | FRIDAY, 12th June, at 11 A.M. |

### FOR SWATOW AND RETURN.

(Occupying 3 Days).

| STEAMSHIP | CAPTAIN        | LEAVING                      |
|-----------|----------------|------------------------------|
| "HAIMUN"  | Capt. J. Evans | SUNDAY, 7th June, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 3rd June, 1914.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA VIA MANILA.

#### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMER   | ARRIVE HONGKONG<br>FROM AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA |
|-----------|-----------------------------------|---------------------------------|
| ST. LEANS | 15th June.                        | On 19th June, 10 A.M.           |
| EASTERN   |                                   | On 10th July, 10 A.M.           |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
A State-rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.  
For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

39

# TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.



## SAN FRANCISCO LINE.

### VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer       | Displacement Tons and Speed.  | Leave Hongkong. |
|---------------|-------------------------------|-----------------|
| TENYO MARU    | 22,000—21 knots...TUES.,      | 16th June.      |
| * NIPPON MARU | 11,000 — 18 knots ...TUESDAY, | 23rd June.      |
| SHINYO MARU   | 22,000—21 knots...TUES.,      | 14th July.      |
| CHIYO MARU    | 22,000—21 knots...TUES.,      | 4th Aug.        |

\* Via Manila omitting Shanghai.

|                         |                                  |
|-------------------------|----------------------------------|
| FIRST CLASS TO LONDON   | £71.10...RETURN (6 MONTHS) £120. |
| FIRST CLASS TO NEW YORK | £60. .... " " £96.10.            |
| " " " SAN FRANCISCO     | £45. .... " " £68.               |

### SPECIAL SUMMER RATES TO JAPAN.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from  
San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers  
of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS  
MISSIONARIES, etc.ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines  
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

### VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

### TRANS-ANDAN ROUTE TO BUENOS AIRES.

| Steamer   | Displacement Tons and Speed | Sails                   |
|-----------|-----------------------------|-------------------------|
| ANYO MARU | 18,500—15 knots             | from NAGASAKI 2nd July. |

For Full Particulars as to Passage and Freight, apply to—  
S. MORIMOTO, AGENT,  
King's Building.  
[212]

## BRITISH INDIA S. N. CO., LTD.

### APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

| STEAMER                                                                                                                  | DISPLACEMENT TONS AND SPEED | SAILS |
|--------------------------------------------------------------------------------------------------------------------------|-----------------------------|-------|
| S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 6th June, at 4 P.M. |                             |       |
| S.S. "TAKADA," 6,800 tons, Captain J. R. O'Sullivan, will be despatched for KOBE and MOJI on 20th June.                  |                             |       |
| S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 4th June.  |                             |       |
| S.S. "DUNEDIN," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched as above on 18th June.                          |                             |       |

The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.For Freight or passage, apply to  
DAVID SASSOON & CO., LTD.,  
AGENTS.  
Hongkong, 4th June, 1914.

### NOTICES TO CONSIGNEES

#### THE P. & O. S. N. Co's Steamer

Arrived Hongkong on 30th April, 1914.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ & STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each Consig-  
nee will be sorted out Mark by Mark and  
delivery can be obtained as the Goods are landed.  
Optional Goods will be landed here unless  
instructions are given to the contrary within  
6 hours.Goods not cleared within 8 days including  
date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the  
Godowns for examination by the Consignees  
and the Company's surveyors, Messrs. GODDARD  
and DOUGLAS, at 10 A.M. on MONDAYS  
and THURSDAYS. All Claims must be presented  
within ten days of the steamer's arrival here,  
after which date they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 30th May, 1914.

#### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Steamship  
"ARRATON APCAR,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.  
Cargo impeding the discharge of the vessel  
will be landed at once, at Consignees' risk and  
expense.  
Cargo remaining on board after 1 P.M. of  
the 4th inst. will be landed at Consignees'  
risk and expense.  
Consignees of Cargo from SINGAPORE  
are requested to take IMMEDIATE  
delivery of their Goods from alongside, such  
Cargo impeding the discharge of the Vessel will  
be landed and stored at Consignees' risk and  
expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & Co., LTD.,  
Agents.  
Hongkong, 2nd June, 1914.

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Agents.  
Hongkong, 2nd June, 1914.

## IMPERIAL GERMAN MAIL LINES.

| FOR                                                                                | STEAMERS                               | TONS   | TO SAIL                            |
|------------------------------------------------------------------------------------|----------------------------------------|--------|------------------------------------|
| NAPLES, GENOA, ALGIERS,<br>GIBRALTAR, LISBON, SOUTH-<br>AMPTON, ANTWERP and BREMEN | "PRINZ LUDWIG,"<br>Capt. F. von BINZER | 18,500 | {Wed'day, 10th<br>June, at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE<br>and YOKOHAMA                                           | "DERFFLINGER,"<br>Capt. F. PROSCH      | 17,000 | {About Thursday,<br>11th June.     |
| MANILA, ANGAUR, YAP,<br>NEWGUINEA, BRISBANE,<br>SYDNEY and MELBOURNE               | "COBLENZ,"<br>Capt. H. SCHMITT         | 6,750  | {Saturday, 13th<br>June, at 1 A.M. |
| KOBE                                                                               | "PRINZ SIGISMUND,"<br>Capt. A. HURTZIG | 6,000  | {About Tuesday,<br>23rd June.      |
| JESSELTON, KUDAT and<br>SANDAKAN                                                   | "BORNEO,"<br>Capt. J. KOEHLER          | 5,000  | {Friday, 12th<br>June, at 9 A.M.   |

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

## RATES INCLUSIVE OF SUR-TAX.

### FREIGHT LINE.

#### NEXT SAILINGS FROM HONGKONG.

##### OUTWARD.

| Steamship                                                       | about              |
|-----------------------------------------------------------------|--------------------|
| FOR HAVRE, EMDEN and HAMBURG/BREMEN<br>S.S. "BORKUM"            | about End of June. |
| FOR MARSEILLES, ROTTERDAM and<br>BREMEN/HAMBURG<br>S.S. "ALTAR" | Beginning of July. |
| FOR HAVRE, EMDEN and HAMBURG/BREMEN<br>S.S. "DURENDART"         | Middle of July.    |

For Further Particulars, Please apply to—

## NORDDEUTSCHER LLOYD. MELCHERS & CO.

Hongkong, 20th April, 1914.

[118]

### NOTICES TO CONSIGNEES

#### NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"SEGOVIA,"

Captain Geissler, having arrived, Consignees  
of Cargo are hereby informed that their goods are  
being landed and placed at their risk in the  
hazardous and/or extra-hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Co., Ltd., whence delivery may be obtained  
against Bills of Lading countersigned by the  
Undersigned.Optional Cargo will be carried on unless notice  
to the contrary be given TO-DAY.All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 5th June will be subject  
to rent.All broken, chafed, and damaged goods must  
be left in the Godowns, where they will be  
examined on the 5th June, at 9.30 A.M.No Fire Insurance will be effected by us in  
any case whatever.This Steamer brings on Cargo:  
Ex s.s. "Rhaetia" from Boston.  
Ex s.s. "Cassiope" from Abus.  
Ex s.s. "Jarl" from Abus.  
Ex s.s. "Ludwig" from Norrköping.  
Ex s.s. "Margareta" from Bordeaux.HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 30th May, 1914.

[773]

### NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINE.

#### NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON TO-DAY requesting it to be  
landed here.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd June, will be subject  
to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 2nd June, at 9.30 A.M.All Claims must reach us before the 10th  
June, or they will not be recognized.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 27th May, 1914.

[3]

### NOTICES TO CONSIGNEES

#### S.S. "VILLE DE LA CIOTAT." COMPAGNIE DES MESSAGERIES MARITIMES.

##### NOTICE.

CONSIGNEES of Cargo from London  
ex s.s. "Basque" from Palamos ex s.s.  
"Castille," and from Bordeaux ex s.s. "P. Leroy  
Lallier," in connection with above Steamer  
are hereby informed that their Goods with the  
exception of Opium, Treasure and Valuables are  
being landed and stored at their risks into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Co., Ltd., at Kowloon, whence delivery may be  
obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON TO-DAY requesting it to be landed  
here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
the 9th inst., at NOON, will be subject to rent  
and landing charges.All Claims must be sent in to me on or before  
the 17th inst., or they will not be  
recognized.All damaged packages will be examined on  
the 8th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, 2nd June, 1914.

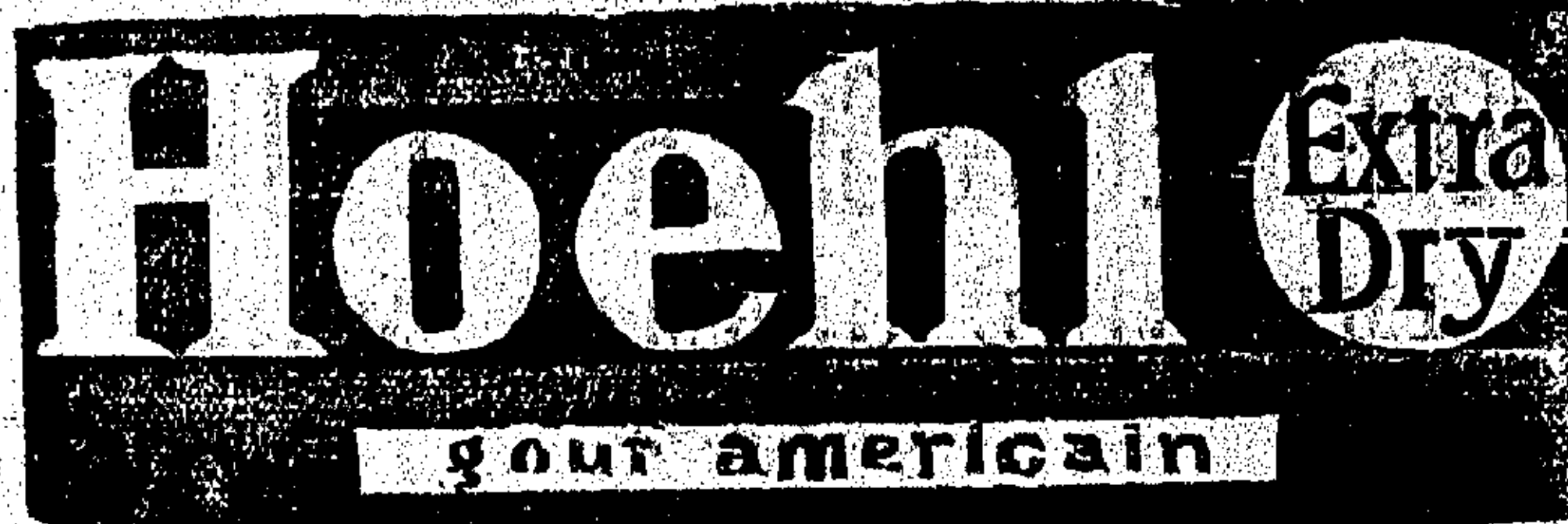
[72]

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 3rd.

|  | Previous Day<br>at 2 p.m. | On Date<br>at |
|--|---------------------------|---------------|
|--|---------------------------|---------------|



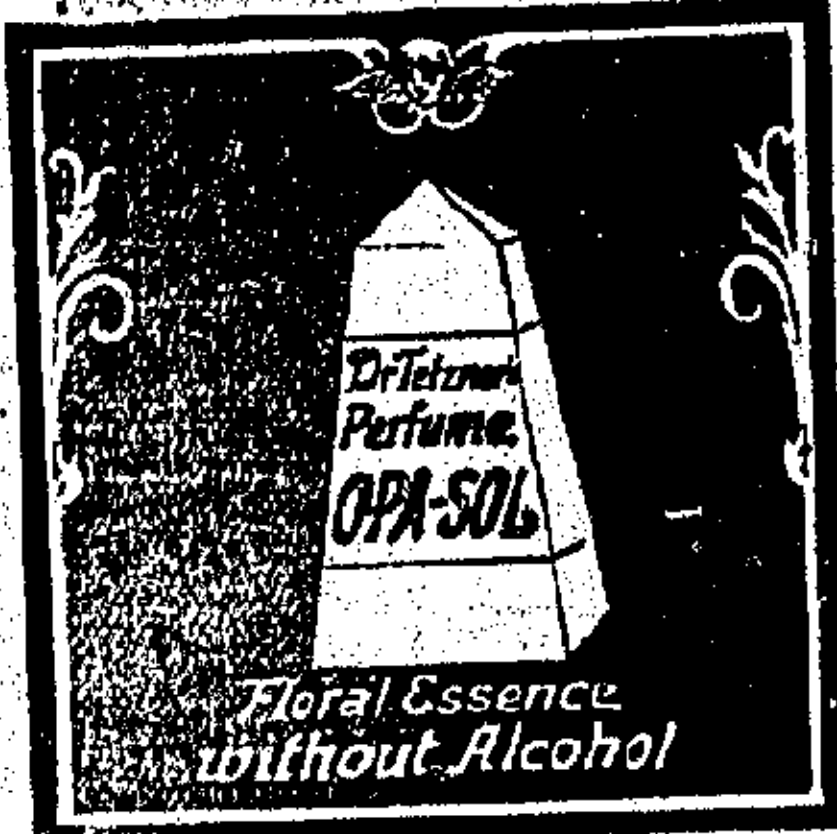


OBTAINABLE FROM

KARL BRANDES,  
No. 2, PEDDER STREET.

Hongkong, 1st June, 1914.

[36-22]



DR. TETZNER'S  
BIRCH-WATER  
FOR THE HAIR.  
FORMADONT  
FOR THE TEETH.  
PERFUMES

are the best obtainable anywhere.

For Catalogues apply to:

HUGO C. A. FROMM,  
HONGKONG.

Hongkong, 1st June, 1914.

[36-52]

EMPEROR FREDERICK SPRING.



A DELICIOUS REFRESHMENT

WHEN TAKEN PLAIN OR MIXED

WITH WHISKY, BRANDY, WINE

OR FRUIT JUICE.

For Agency apply to:

HUGO C. A. FROMM,  
HONGKONG.

Hongkong, 1st June, 1914.

[36-32]

## POST OFFICE NOTICE.

The Delta, with the ENGLISH MAIL, left Singapore on Saturday, the 30th ult., at 11 a.m. and may be expected to arrive here to-day. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 19th April, and for despatch overland on the 5th ult.

The Decanba, with the AMERICAN MAIL, is due to arrive here to-morrow.

## NOTICE.

Certain alterations are being made in the Boxholders' Hall on the north side of the General Post Office. While these alterations are in progress the door giving access to the Boxholders' Boxes will be closed every night at 6 p.m. and opened on the following morning at 7 a.m.

## SIBERIAN MAIL SERVICE.

EXTRACT FROM LETTER DATED 9TH MAY, 1914, FROM SECRETARY,  
GENERAL POST OFFICE, LONDON.

On and from the 1st of this month, the trans-Siberian Express Trains will leave St. Petersburg at 8.35 p.m. on Tuesdays and Fridays, and Moscow at 9.5 p.m. on Wednesdays and Saturdays.

In compliance with a request from the Russian Post Office that Mails should be forwarded from this country for conveyance by each of the four trains referred to, it has been arranged for Mails for the Far East generally to be despatched hence on Sundays at 9.55 a.m., for conveyance via Peking and Moscow; on Tuesdays and Saturdays at 2.05 p.m., for conveyance via Vladivostok and St. Petersburg; and on Wednesdays at 2.05 p.m., for conveyance via Ostend and Moscow. The new arrangements commence to-day.

| FOR                               | PER            | DATE                      |
|-----------------------------------|----------------|---------------------------|
| Pakhoi and *Halphong              | Sungkong       | Thursday, 4th, 9.00 a.m.  |
| Strait and India via Salootie     | Gregory Appear | Thursday, 4th, 9.00 a.m.  |
| Fort Bayard, Halphong and Pakhoi  | Hue            | Thursday, 4th, 11.00 a.m. |
| Formosa via Anping                | Jerimo Maru    | Thursday, 4th, 11.00 a.m. |
| *Strait, and *India via *Salootie | Bohangan       | Thursday, 4th, 1.00 p.m.  |
| *Shanghai and *North China        | Lochow         | Thursday, 4th, 3.30 p.m.  |
| *Shanghai and *North China        | Choyano        | Thursday, 4th, 5.00 p.m.  |

SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) Delta

[To make connection with the Dalay steamer leaving Shanghai on Monday, the 8th inst., at 10 a.m.]

\*Swatow, \*Weihaiwei, \*Chefoo and \*Tientsin Kueichow

\*Swatow, Ancy and Foochow Haiching

FORMOSA VIA KEELUNG, SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU, \*UNITED STATES AND \*SOUTH AMERICA, \*CANADA VIA \*SAN FRANCISCO

(EUROPE VIA SIBERIA)

[To make connection with the Dalay steamer leaving Shanghai on Wednesday, the 10th inst., at noon.]

SPAIN, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, SYDNEY, AND EUROPE VIA BRINDISI

(Late Letters 11.00 to Noon, Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)

(Letters posted in the last clearance will be included in this contract mail.)

The Parcel mail will be closed to-morrow, at 5 p.m.

Philippine Islands Loongany

\* Specially superscribed correspondence only.

## TO-DAY

11.15 a.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.

11.30 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lamert.

## TO-NIGHT

8.15 p.m.—Hippodrome Circus at Causeway Bay.

## TO-MORROW

2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lamert.

## FORTHCOMING EVENTS.

Saturday, 6th June—

2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lamert.

Matinee at 4 p.m.—Hippodrome Circus at Causeway Bay.

Saturday, 4th July—

8.30 p.m.—The Victoria Printing Press, Ltd., Meeting of the Creditors.

## COMMERCIAL.

## CLOSING QUOTATIONS.

| On LONDON—                       | June 2nd |
|----------------------------------|----------|
| Telegraphic Transfer             | 1/10 1/2 |
| Bank Bills, on demand            | 1/10 1/2 |
| Bank Bills, at 30 days sight     | 1/10 1/2 |
| Bank Bills, at 4 months sight    | 1/11 1/2 |
| Credit, at 4 months sight        | 1/11 1/2 |
| Documentary Bills 4 months sight | 1/11 1/2 |
| On PARIS—                        |          |
| Bank Bills, on demand            | 240 1/2  |
| Credit, at 4 months sight        | 240 1/2  |
| On GERMANY—                      |          |
| On demand                        | 196      |
| On NEW YORK—                     |          |
| Bank Bills, on demand            | 46 1/2   |
| Credit, at 60 days sight         | 47 1/2   |
| On BOMBAY—                       |          |
| Telegraphic Transfer             | 143 1/2  |
| Bank, on demand                  | 143 1/2  |
| On CALCUTTA—                     |          |
| Telegraphic Transfer             | 143 1/2  |
| Bank, on demand                  | 143 1/2  |
| On SHANGHAI—                     |          |
| Bank, at sight                   | 7 1/2    |
| Private, 30 days sight           | 7 1/2    |
| On YOKOHAMA—                     |          |
| On demand—Pesos                  | 9 1/2    |
| On MANILA—                       |          |
| On demand—Pesos                  | 9 1/2    |
| On SINGAPORE—                    |          |
| On demand                        | 115 1/2  |
| On BATAVIA—                      |          |
| On demand                        | nom.     |
| On HAIPHONG—                     |          |
| On demand                        | nom.     |
| On SAIGON—                       |          |
| On demand                        | nom.     |
| SOVEREIGNS, Bank's Buying Rate   | \$10.35  |
| GOLD LEAF, 100 fine, per teel    | \$4.50   |
| BAR SILVER, per oz.              | 26       |

## SUBSIDIARY COINS.

|                           | per cent.         |
|---------------------------|-------------------|
| Hongkong, 20 cents pieces | \$ 8.80 discount. |
| Hongkong, 10 " "          | \$ 9.85 " "       |

## MAILS VIA SIBERIA.

| London    | Due       |
|-----------|-----------|
| May 16th. | Hongkong  |
|           | June 1st. |

## THE EGYPTIAN CIGARETTE DE LUXE.

Masters freres

"SPECIALS"

\$1.50

PER 50'S TIN.



\$1.50

PER 50'S TIN.

ASK  
SPECIALLYFOR  
MACKIE'S

WHITE HORSE

WHISKY.

LANE, CRAWFORD &amp; CO.,

SOLE AGENTS.

HEART  
TONIC  
DIGESTIVE  
AND  
NON-GOUTY.

\$20 DOZ.

INCLUDING

DUTY.

## SHARE LIST—QUOTATIONS.

HONGKONG, 2ND JUNE, 1914.

| STOCKS.                                      | NO. OF<br>SHARES. | VALUE<br>PAID<br>UP. | CLOSING QUOTA-<br>TIONS CASH.          | RETURN<br>ON BASIS<br>OF LAST<br>DIV'D. |
|----------------------------------------------|-------------------|----------------------|----------------------------------------|-----------------------------------------|
| <b>BANKS—</b>                                |                   |                      |                                        |                                         |
| Hongkong & Shanghai Bank Corporation         | 120,000           | \$125 all            | (\$1810, sal. & sel. 1/100 \$288.10/-) | 5 1/2 p.c.                              |
| China Borneo Company, Limited                | 50,000            | \$12 all             | \$12, sellers                          | 8 1/2 p.c.                              |
| China Light and Power Company, Ltd.          | 50,000            | \$5 all              | \$4.10, sellers                        |                                         |
| China Insurance Co., Ltd.                    | 50,000            | \$1 all              | \$8 1/2, sellers                       | 7 1/2 p.c.                              |
| China Mortgage Co., Ltd.                     | 200,000           | \$10 all             | \$8 1/2, sellers                       |                                         |
| <b>COMMERCIAL—</b>                           |                   |                      |                                        |                                         |
| Two Cotton Spinning & Weaving Co., Ltd.      | 20,000            | Tls. 50 all          | Tls. 132, buyers                       |                                         |
| Hongkong Cotton Spinning Co., Ltd.           | 125,000           | \$10 all             | \$8, sellers                           |                                         |
| Dairy Farm Company, Limited                  | 40,000            | \$7 1/2 all          | \$40, sellers                          | 5 p.c.                                  |
| <b>DOCKERS AND WHARVES—</b>                  |                   |                      |                                        |                                         |
| H'kong & Kowloon Wharf & G. Co., Ltd.        | 60,000            | \$50 all             | \$34, buyers                           | 5 p.c.                                  |
| H'kong & Whampoa Dock Co., Ltd.              | 50,000            | \$50 all             | \$65 1/2, sellers                      | 3 p.c.                                  |
| New Amoy Dock Co., Limited                   | 10,000            | \$63 all             | \$8 1/2                                | 7 1/2 p.c.                              |
| H'kong Dock and Engineering Co., Ltd.        | 55,700            | Tls. 100 all         | Tls. 57                                |                                         |
| H'kong Dock and Engineering Co., Ltd.        | 36,000            | Tls. 100 all         | Tls. 97 1/2, buyers                    |                                         |
| H'kong and Kowloon Wharf & G. Co., Ltd.      | 400,000           | \$10 all             | \$6, sellers                           |                                         |
| Green Island Cement Co., Limited             | 60,000            | \$10 all             | \$40, buyers                           | 4 p.c.                                  |
| Hongkong Electric Co., Limited               | 20,000            | \$50 all             | \$123 1/2                              | 5 p.c.                                  |
| <b>HONGKONG HOTEL COMPANY LIMITED</b>        |                   |                      |                                        |                                         |
| Manila Metropolitan Hotel, Limited           | 15,000            | Ps. 10 all           | P23, sellers                           |                                         |
| Hongkong Ice Company, Limited                | 5,000             | \$25 all             | \$125, buyers                          | 5 1/2 p.c.                              |
| Hongkong Rope Manufacturing Co., Ltd.        | 60,000            | \$10 all             | \$23, buyers                           | 9 1/2 p.c.                              |
| H'kong & South China Steam Fishery Co., Ltd. | 15,000            | \$6 all              | \$12                                   |                                         |
| Hongkong Steel Foundry Co., Ltd.             | 15,000            | \$10 all             | \$10                                   |                                         |
| Hongkong Tramway Co., Ltd.                   | 325,000           | \$10 all             | 9/6                                    |                                         |
| <b>INSURANCE—</b>                            |                   |                      |                                        |                                         |
| Canton Insurance Office Co., Limited         | 10,000            | \$250 all            | \$110, sellers                         | 6 p.c.                                  |
| China Fire Insurance Co., Limited            | 20,000            | \$100 all            | \$148, buyers                          | 6 1/2 p.c.                              |
| Hongkong Fire Insurance Co., Ltd.            | 8,000             | \$650 all            | \$375, buyers                          | 7 1/2 p.c.                              |
| North China Insurance Co., Limited           | 10,000            | \$15 all             | \$14                                   |                                         |
| Union Insurance Society, Limited             | 12,400            | \$250 all            | \$75, buyers                           | 6 1/2 p.c.                              |
| Yangtze Insurance Association, Ltd.          | 12,000            | \$100 all            | \$194, Ex 73                           |                                         |
| <b>LANDS AND BUILDINGS—</b>                  |                   |                      |                                        |                                         |
| H'kong Land Investment Agency Co., Ltd.      | 50,000            | \$100 all            | \$112, buyers                          | 6 1/2 p.c.                              |
| Hongkong Land Reclamation Co., Ltd.          | 25,000            | \$100 all            | \$75                                   |                                         |
| Hongkong Land Reclamation Co., Ltd.          | 150,000           | \$10 all             | \$43, buyers                           | 5 1/2 p.c.                              |
| Hongkong Land Reclamation Co., Ltd.          | 6,000             | \$25 all             | \$30                                   | 7 p.c.                                  |
| Kowloon Land and Building Co., Ltd.          | 78,000            | Tls. 50 all          | Tls. 50, buyers                        |                                         |
| Shanghai Land Investment Co., Ltd.           | 12,500            | \$50 all             | \$73 1/2, buyers                       | 5 1/2 p.c.                              |
| West Point Building Co., Limited             | 250,000           | Gds. 10 all          | Tls. 58, buyers                        |                                         |
| <b>MISCELLANEOUS—</b>                        |                   |                      |                                        |                                         |
| Chinese Engineering and M. Co., Ltd.         | 1,000,000         | \$1 all              | \$38, sellers                          |                                         |
| H'kong Tin and Rubber Factory, Ltd.          | 8,000             | \$2 all              | \$6                                    |                                         |
| Bank of China Ltd.                           | 200,000           | \$1 all              | \$3, sellers                           |                                         |
| Tonghai Mining Co., Ltd.                     | 100,000           | \$1 all              | \$1, sellers                           |                                         |
| Peak Tramways Co., Limited                   | 50,000            | \$1 all              | \$0.90, sellers                        | 7 1/2 p.c.                              |
| Philippine Co., Limited                      | 75,000            | \$1 all              | \$5                                    |                                         |
| Pulpes et Papeteries du Tonkin Societe An.   | 13,200            | \$80 all             | \$20, sellers                          |                                         |
| <b>REFINING—</b>                             |                   |                      |                                        |                                         |
| China Sugar Refining Co., Limited            | 20,000            | \$100 all            | \$79, sales                            | 3 p.c.                                  |
| Luzon Sugar Refining Co., Limited            | 7,000             | \$100 all            | \$23                                   |                                         |
| <b>STEAMSHIP—</b>                            |                   |                      |                                        |                                         |
| China and Manila Steamship Co., Ltd.         | 30,000            | \$25 all             | \$8, buyers                            | 5 p.c.                                  |
| Douglas Steamship Co., Limited               | 20,000            | \$50 all             | \$70                                   | 7 1/2 p.c.                              |
| H'kong, Canton & Macao S.S. Co., Ltd.        | 80,000            | \$15 all             | \$67 1/2, Ex 100                       | 6 p.c.                                  |
| Indo-China Steam Navigation Co., Ltd.        | 60,000 prof.      | \$25 all             | \$27, Ex 100                           | 3 1/2 p.c.                              |
| Shanghai and Canton S.S. Co., Ltd.           | 2,500,000         | \$1 all              | \$46, sellers                          |                                         |
| Star Ferry Company, Limited                  | 40,000            | \$1 all              | \$27                                   |                                         |
| South China Morning Post, Limited            | 6,000             | \$25 all             | \$5, sales                             |                                         |
| Steam Laundry Company, Limited               | 20,000            | \$5 all              | \$5                                    |                                         |
| <b>STONES AND DISPERMANTS—</b>               |                   |                      |                                        |                                         |
| Powell, Wm., Limited                         | 15,000            | \$7 all              | \$8 1/2                                | 4 p.c.                                  |
| W. & A. Co., A. R., Limited                  | 20,000            | \$10 all             | \$7.30                                 |                                         |
| Union Waterboat Co., Limited                 | 50,000            | \$10 all             | \$20, sellers                          | 5 1/2 p.c.                              |

| LOANS.                | Amount.       | Value.   | Interest.   | Quotation. |
|-----------------------|---------------|----------|-------------|------------|
| Chinese Imperial 1888 | Tls. 767,300. | Tls. 250 | 7% p. annum | Par.       |

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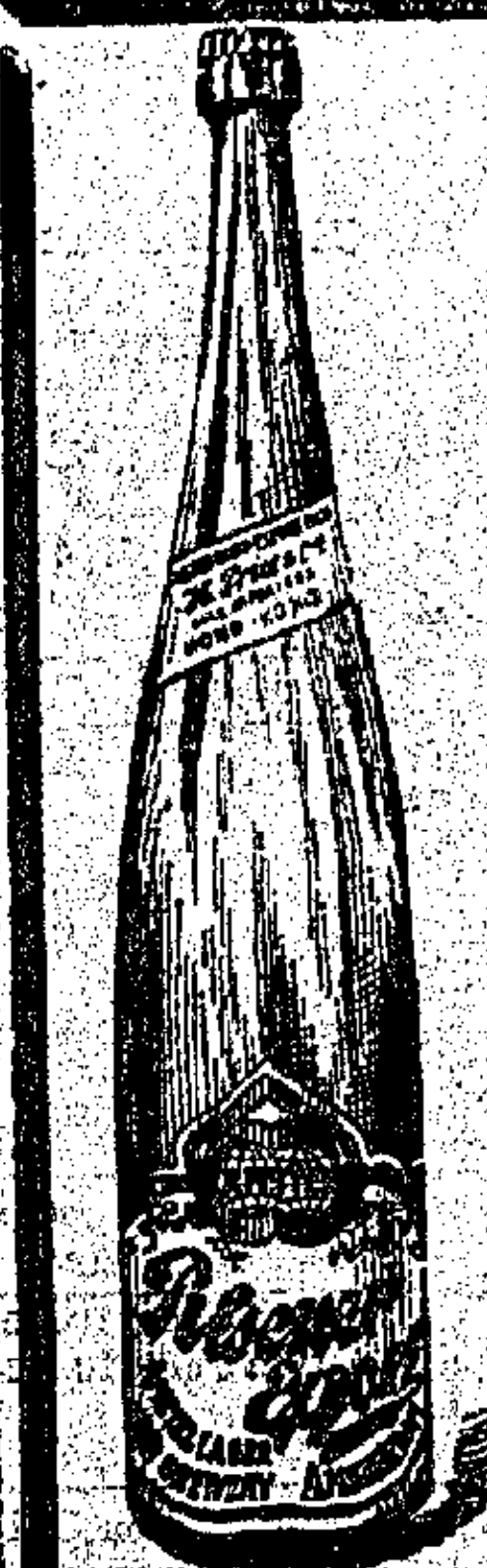
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[484]

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